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Lowell D. Hill, Stephen L. Ott, and Karen L. Bender

Southern Cooperative Series Bulletin 352

University of Illinois Bulletin 798

Agricultural Experiment Station

College of Agriculture

University of Illinois at Urbana-Champaign



Impact of Production Changes on Wheat Movements

Among Selected States, 1982-1983

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Southern Cooperative Series Bulletin 352
University of Illinois Bulletin 798
Illinois Agricultural Experiment Station
Urbana-Champaign, Illinois



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This bulletin is one in a series of North Central and Southern Cooperative bulletins. It represents a contribution to Southern Regional Project S-176, "Interregional Marketing Systems for Grains and Soybeans." The Illinois Agricultural Experiment Station is the publishing station. Requests for copies of this bulletin may be sent to Office of Agricultural Communications and Education, 67 Mumford Hall, 1301 West Gregory Drive, University of Illinois, Urbana, Illinois 61801.

Abstract

In general, changes in the quantity of grain harvested between 1982 and 1983 were offset by changes in inventory. Relatively fixed demands in normally deficit states resulted in an increased volume of receipts and transportation by rail and truck. Percentage changes in volume shipped were less than percentage changes in production in most surplus states. Transportation requirements per bushel of grain produced increased with the reduced quantity harvested in 1983 because deficit states required additional supplies that were transported from more distant sources of supply.

Preface

This bulletin reports the results of research conducted by the Southern Regional Research Committee S-176, "Interregional Marketing Systems for Grains and Soybeans." This research, initiated by the S-176 Committee, involved collection of grain flow data in nine states represented by members of the Committee.

This bulletin is one of a series of regional bulletins resulting from the research. Grain flow data were collected for five grains (corn, soybeans, wheat, oats, and sorghum) for 1985 and for three grains (corn, soybeans, and wheat) for the years 1982 and 1983. Each bulletin in the series reports data for one grain. The data were summarized and the survey coordinated under the supervision of Joseph E. Vercimak in the Department of Agricultural Economics, University of Illinois at Urbana-Champaign.

The work in this bulletin was completed under the supervision of a Grain Flow Subcommittee of the S-176 Technical Committee. The members of that subcommittee were Lowell D. Hill and Joseph E. Vercimak, University of Illinois; T. Q. Hutchinson, U.S. Department of Agriculture; Jeffrey E. Jordan, University of Georgia; and Albert J. Allen, Mississippi State University. The success of this project, however, is also due to the cooperation of over 900 grain marketing firms and the efforts of researchers in all participating states.

The research was funded in part by the Federal Railroad Administration under contract No. DTFR 53-84-C-00036; the Agricultural Marketing Service, USDA; the Agricultural Cooperative Service, USDA; the Illinois Department of Agriculture; and the Soo Line Railroad. Administration of the grant funds was coordinated by Joseph E. Vercimak.

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Impact of Production Changes on Wheat Movements

Among Selected States, 1982-83

Purpose of the Study

Introduction

Although there is considerable information available regarding the production and use of wheat in the United States, there is less information available concerning wheat movement and the importance of each transportation mode. Data on wheat movements by mode of transportation provide crucial input for the decisions made by private industry. Private firms need to know the history of grain flows in order to make sound decisions about investing or dis-investing in grain handling capacity.

Wheat movement data are also important for government officials, who need to know current patterns of transportation to judge how changes in government policies and regulations could affect various regions of the country. While government policies to reduce total production in the United States have been in operation for many years, their effects on transportation requirements and direction of grain movements are difficult to assess because many other factors also enter into the determination of the marketing channel. Changes in government programs often result in relatively small changes in total production because, in many cases, changes in yield have offset changes in acreage. Changes in production can also be offset by changes in inventories held by government or private firms. As a result, it is difficult to match changes in origins, destinations, and modes of transport with any particular policy.

A drought in 1983 reduced wheat production to the lowest level since 1976. The dramatic change in production between 1982 and 1983 provided an opportunity to evaluate shifts in destinations and mode of transport as the industry adapted to the reduced volume.

Nine states were selected for the comparative analysis using a survey of grain handlers for calendar years 1982 and 1983. States

participating in the survey were Alabama, Arkansas, Georgia, Illinois, Kentucky, Louisiana, Mississippi, Ohio, and Tennessee. Each of these states is a member of the Southern Regional Research Committee S-176, "Interregional Marketing Systems for Grains and Soybeans."

Objectives

The overall objective of this study was to analyze the transportation of corn from origins in selected states to destinations during 1982 and 1983. The specific objectives of this study were to ascertain:

- (1) the volume of wheat moved between various origins and destinations during 1982 and 1983;
- (2) the market share of each transportation mode employed in moving this wheat;
- (3) the effect of changes in wheat production and supply on shipment patterns.

Methodology

For sampling purposes, grain handling firms were categorized according to function. Categories included inland grain elevators, export elevators, river elevators, feed firms, corn processors, corn wet millers, corn dry millers, flour millers, and other firms. For descriptive purposes, elevators were further classified as country, terminal, or subterminal elevators. Feed firms were further classified as feed processors, feed mills, feedlots, or poultry operations.

The population of grain firms included all domestic facilities handling unprocessed grain after leaving the farm gate. The identification of a specific grain flow ended when the grain was processed, fed, or exported. For example, a feed processor was considered as a final destination for grain processed into feed and no attempt was made to identify grain movements after the grain was processed or exported.

Listings of firms by size (i.e., storage capacities, processing capacities, etc.) revealed a skewed distribution for various firm categories in most states. In these cases, a relatively small percentage of firms handled a relatively large proportion of the volume. Where the number of firms in a particular firm class was small, the sampling rate was 100 percent. Where the population contained a small group of high volume handlers or processors, the high volume group was sampled at a rate of 100 percent. Sampling rates for the remaining firms in a size category varied from 10 to 25 percent. Each state participant had the flexibility to increase sampling rates as conditions warranted.

Sample Expansion

Estimates of grain movements for each state as a whole were obtained by expanding each sample observation by an appropriate multiplier. A multiplier of 4.0, for example, was used to expand a sample of firms selected at a rate of 25 percent for a particular population strata. Likewise, a multiplier of 1.0 was used where firms in a particular size or geographic group were sampled at a rate of 100 percent.

Data Reconciliation Procedures

After survey data were compiled and tabulated, a procedure for cross-checking grain flows was devised in order to provide consistent estimates of state-to-state flows. Due to errors of sampling, estimation, or expansion, survey data from the shipping state did not always agree with the volume data estimated from the survey in the receiving state. In general, estimates obtained from the shipping state were more accurate since receivers (i.e., processors and exporters) often had less information regarding the origins of their grain. This was especially true where grain was purchased through a broker. For truck movements of grain, researchers reconciled the differences between the quantity shipped and

the quantity received by utilizing survey data from each state and researchers' knowledge about shipping patterns, price relationships, and production-utilization balances.

Secondary sources of information were available for rail and barge movements between states. Estimates of state-to-state grain movements by water were provided by the Army Corps of Engineers. Estimates of state-to-state grain movements by rail were provided by the carload waybill sample drawn by the Interstate Commerce Commission.

The procedure for reconciling barge and rail grain movements involved comparing shipments reported by the Corps of Engineers on inland waterways and waybill sample statistics for railroads, with data received from interviews. In some cases, secondary data provided additional support for survey estimates. In other cases, secondary data provided a useful compromise where survey figures varied widely.

Other important secondary data sources were the estimates of "exportable surpluses" produced in each state. Each state's representative provided information about production, consumption, inventory change, and the remaining surplus or deficit available to be exported or imported by the state. Because much of this information, especially about consumption, was based on estimates, the numbers were not expected to equal those obtained from the survey. The "production/utilization" estimates provided researchers with a comparison of the quantity of grain available to be exported from a state with survey estimates of outbound shipments. Estimates of production and utilization are available from Wailes and Vercimak (Wailes and Vercimak, 1988).

Comparisons among the various data sources increased the confidence in estimates obtained from sampling the population of grain handling firms. The logic and consistency of each flow summarized in this report have been checked by each state representative conducting the survey.

Table 1.
Wheat Supply and Disappearance in the United States for Marketing Years from 1970 to 1987.

Marketing Year Beginning June 1	Supply				Disappearance			
	Stocks	Production	Imports	Total Supply	Food, Alc. & Indust.	Seed, Feed & Resid.	Export	Total
<i>millions of bushels</i>								
1970	982.6	1,351.6	1.4	2,335.6	517.1	255.1	740.8	1,513.0
1971	822.8	1,618.6	1.1	2,442.5	523.7	325.6	609.8	1,459.1
1972	983.4	1,546.2	1.3	2,530.9	531.8	266.9	1,135.1	1,933.8
1973	597.1	1,710.8	2.6	2,310.5	544.3	209.1	1,217.0	1,970.4
1974	340.1	1,781.9	3.4	2,125.4	545.0	126.9	1,018.5	1,690.4
1975	435.0	2,126.9	2.4	2,564.3	588.5	137.3	1,172.9	1,898.7
1976	665.6	2,148.8	2.7	2,817.1	588.0	166.4	949.5	1,703.9
1977	1,113.2	2,045.5	1.9	3,160.6	586.5	272.5	1,123.8	1,982.8
1978	1,177.8	1,775.5	1.9	2,955.2	592.4	244.6	1,194.1	2,031.1
1979	924.1	2,134.1	2.1	3,060.3	596.1	187.0	1,375.2	2,158.3
1980	902.0	2,380.9	2.5	3,285.4	610.5	172.0	1,513.8	2,296.3
1981	989.1	2,785.4	2.8	3,777.3	602.4	244.8	1,770.7	2,617.9
1982	1,159.4	2,765.0	7.6	3,932.0	616.4	291.8	1,508.7	2,416.9
1983	1,515.1	2,419.8	4.0	3,938.9	642.6	469.1	1,428.6	2,540.3
1984	1,398.6	2,594.8	9.4	4,002.8	651.0	502.5	1,424.1	2,577.6
1985	1,425.2	2,425.1	16.0	3,866.3	674.4	371.5	915.4	1,961.3
1986	1,905.0	2,091.6	21.1	4,017.7	696.0	497.3	1,003.5	2,196.8
1987	1,820.9	2,107.5	16.3	3,944.7	726.5	365.3	1,592.1	2,683.9
Minimum	340.1	1,351.6	1.1	2,125.4	517.1	126.9	609.8	1,459.1
Maximum	1,905.0	2,785.4	21.1	4,017.7	726.5	502.5	1,770.7	2,683.9
Average	1,064.3	2,100.6	5.6	3,170.4	601.8	283.7	1,205.2	2,090.7
Std. Dev.	419.6	401.9	5.9	669.4	57.5	114.4	297.3	363.9

Source: Wheat: Situation and Outlook Report, Economic Research Service, USDA, WS-286, August 1989, p. 30.

Wheat Production and Supply

Total U.S. production of wheat dropped 12 percent between 1982 and 1983, from 2.765 billion bushels to 2.420 billion bushels (Table 1). The reduced production in 1983 was due to adverse weather conditions and government supply programs. A drawdown of inventory from 1.515 billion bushels at the beginning of the 1983 crop year to 1.399 billion bushels at the end of 1983 helped offset the lower production. As a result, supplies avail-

able to the market remained fairly constant at 2.5 billion bushels. Domestic food use increased slightly and feed use increased by 61 percent while exports declined 5 percent (Table 1).

Production in the Lake States, Appalachia, Southeast, and Delta areas (accounting for only 9.1 percent of 1983 production) all had major decreases in production in 1983 (Table 2). The Northern and Southern Plains states, the major wheat producing regions (with 47.2 percent of 1983 production), also experienced

Table 2.
Wheat Production by Region and State, 1982 and 1983.

Region and State	Production		
	1982	1983	Percent Change From 1982
<i>thousands of bushels</i>			
Northeast			
Connecticut ^a	---	---	---
Delaware	2,320	2,106	-9.22
Maine ^a	---	---	---
Maryland	5,712	5,371	-5.97
Massachusetts ^a	---	---	---
New Hampshire ^a	---	---	---
New Jersey	1,800	1,520	-15.56
New York	5,438	7,360	35.34
Pennsylvania	8,208	7,600	-7.41
Rhode Island ^a	---	---	---
Vermont ^a	---	---	---
Total	21,158	21,851	3.28
Lake States			
Michigan	22,960	35,770	55.79
Minnesota	126,809	78,960	-37.73
Wisconsin	5,596	5,812	3.86
Total	155,365	120,542	-22.41
Corn Belt			
Illinois	67,500	64,400	-4.59
Indiana	43,260	49,470	14.36
Iowa	3,000	1,900	-36.67
Missouri	74,800	70,300	-6.02
Ohio	51,600	58,800	13.95
Total	240,160	244,870	1.96
Northern Plains			
Kansas	458,500	448,200	-2.25
Nebraska	101,500	98,900	-2.56
North Dakota	324,835	194,130	-40.24
South Dakota	98,530	89,729	-8.93
Total	983,365	830,959	-15.50
Appalachia			
Kentucky	23,560	16,120	-31.58
North Carolina	23,400	15,980	-31.71
Tennessee	29,880	19,800	-33.73
Virginia	13,300	14,280	7.37
West Virginia	315	378	20.00
Total	90,140	66,180	-26.58

(Continued)

Table 2. — Continued
Wheat Production by Region and State, 1982 and 1983.

Region and State	Production		Percent Change From 1982
	1982	1983	
<i>thousands of bushels</i>			
Southeast			
Alabama	23,200	15,180	-34.57
Florida ^a	---	---	---
Georgia	45,210	30,940	-31.56
South Carolina	19,800	10,500	-46.97
Total	88,210	56,620	-35.81
Delta Area			
Arkansas	72,200	58,500	-18.98
Louisiana	19,000	7,500	-60.53
Mississippi	36,100	20,400	-43.49
Total	127,300	86,400	-32.13
Southern Plains			
Oklahoma	227,700	150,500	-33.90
Texas	144,000	161,000	11.81
Total	371,700	311,500	-16.20
Mountain Region			
Arizona	12,407	11,094	-10.58
Colorado	84,984	122,103	43.68
Idaho	94,770	91,710	-3.23
Montana	180,320	136,930	-24.06
Nevada	1,890	1,260	-33.33
New Mexico	12,750	13,630	6.90
Utah	9,273	8,027	-13.44
Wyoming	8,985	8,964	-0.23
Total	405,379	393,718	-2.88
Pacific Coast			
California	77,175	46,560	-39.67
Oregon	63,500	65,570	3.26
Washington	138,880	172,570	24.26
Total	279,555	284,700	1.84
U.S. Total	2,764,967	2,419,824	-12.48

^a Little or no wheat production in the state.

Source: *Crop Production*, USDA, Crop Reporting Board, Sept. 12, 1984, p. B-5.

a significant decrease in production between 1982 and 1983. The Mountain Region, Pacific Coast, and Corn Belt states, all important contributors to national production, were relatively stable over the time period, with less than a 2 percent change. The Northeast, a minor production region, experienced a small percentage increase (3 percent) due to a large percentage increase in New York's production.

Among the nine states included in the survey, Illinois had only a 5 percent decline and Ohio had a 14 percent increase. The other states in the study (Alabama, Arkansas, Georgia, Kentucky, Louisiana, Mississippi,

and Tennessee) all had large percentage decreases. Total contribution to U.S. production by these nine states was relatively small — 12 percent in 1982 and 11 percent in 1983.

The most important variable influencing grain shipment patterns is not production, but available supply (production plus net releases from stocks). For the nine-state region, wheat supply declined by 22.5 percent despite the drawdown of stocks (Table 3). Arkansas and Kentucky had the smallest percentage decline (7 percent), while supply in Tennessee declined by 38 percent and in Mississippi by 41 percent.

Table 3.
Wheat Supply by State for the Nine-State Area, 1982 and 1983.^a

State	1982	1983	Percent change from 1982
<i>millions of bushels</i>			
Alabama	22,294	17,196	-22.9
Arkansas	63,290	58,706	-7.2
Georgia	42,550	32,803	-22.9
Illinois	79,760	68,990	-13.5
Kentucky	20,570	19,198	-6.7
Louisiana	18,133	12,239	-32.5
Mississippi	34,778	20,680	-40.5
Ohio	66,722	44,451	-33.4
Tennessee	29,203	17,980	-38.4
Total nine states	377,300	292,243	-22.5

^a Supply is equal to production plus net inventory changes.

Source: Wailes and Vercimak, *Grain Production and Utilization in the United States with Projections for 1990 and 2000*, January, 1989.

Wheat Receipts and Shipments

Interstate Receipts

With the decline in national production, the interstate receipts in the nine-state region fell by 15 percent. Every state in the region except Ohio experienced a decline in receipts (Table 4). Combined with the reduced internal supplies, the nine-state area was forced to curtail consumption as well as interstate shipments.

Four states (Arkansas, Kentucky, Louisiana, and Mississippi) had declines of more than 33 percent. Only Ohio has in-

creased receipts. The increase in Ohio receipts offset a very large decrease in supply (22 million bushels), enabling them to build inventory.

Shares held by the modes of transport that brought supplies from other states to the nine-state area shifted between 1982 and 1983 (Tables 5 and 6). The volume of receipts moved by barge in the nine-state region increased from 29.8 percent in 1982 to 33.7 percent in 1983 due to the large decrease in rail volume, especially in Georgia, Illinois, and Tennessee. The share of wheat shipped by truck also increased. Rail's share of wheat receipts declined from 32 percent to 26 percent.

Table 4.
Interstate Wheat Receipts in Selected States, 1982 and 1983.^a

Receiving State	Total Receipts		Percent change
	1982	1983	
	<i>thousands of bushels</i>		
Alabama	5,781	5,269	-8.86
Arkansas	2,554	957	-62.53
Georgia	13,290	10,279	-22.66
Illinois	36,073	31,051	-13.92
Kentucky	5,229	3,143	-39.89
Louisiana	907	439	-51.60
Mississippi	9,385	4,010	-57.27
Ohio	18,585	20,745	11.62
Tennessee	54,211	48,180	-11.13
Total nine states	146,015	124,073	-15.03

^a Does not include port area receipts.

Table 5.

Interstate Wheat Receipts in Selected States by Mode of Transport, 1982.^a

Receiving State	Mode of Transportation			Total
	Truck	Rail	Barge	
<i>thousands of bushels</i>				
Alabama	396	762	4,623	5,781
Arkansas	2,554	0	0	2,554
Georgia	609	8,065	4,616	13,290
Illinois	14,703	15,221	6,149	36,073
Kentucky	4,429	171	629	5,229
Louisiana	285	120	502	907
Mississippi	5,649	3,393	343	9,385
Ohio	11,296	4,770	2,519	18,585
Tennessee	15,962	14,181	24,068	54,211
Total nine states	55,883	46,683	43,449	146,015
Percent of total volume	38.27	31.97	29.76	100.00

^a Does not include port area receipts

Table 6.

Interstate Wheat Receipts in Selected States by Mode of Transport, 1983.^a

Receiving State	Mode of Transportation			Total
	Truck	Rail	Barge	
<i>thousands of bushels</i>				
Alabama	408	43	4,818	5,269
Arkansas	683	274	0	957
Georgia	486	4,730	5,063	10,279
Illinois	14,092	10,456	6,503	31,051
Kentucky	2,778	365	0	3,143
Louisiana	156	135	148	439
Mississippi	3,386	486	138	4,010
Ohio	11,709	6,604	2,432	20,745
Tennessee	15,986	9,512	22,682	48,180
Total nine states	49,684	32,605	41,784	124,073
Percent of total volume	40.04	26.28	33.68	100.00

^a Does not include port area receipts

Interstate Shipments

All nine states experienced decreases in shipments, with the total decrease for the nine states being 28 percent (Table 7). Even Ohio, with a major increase in production and a small increase in receipts, did not increase its interstate shipments. Instead, the inventory of wheat in Ohio elevators increased. The largest percentage decrease in shipments occurred in Mississippi, where a 43 percent reduction in production and a 57 percent reduction in receipts resulted in a 52 percent decrease in shipments to other states or ports.

The percentage of shipments from the nine states that was transported by rail declined from 29 percent in 1982 to 24 percent in 1983. Truck and barge increased their shares in a declining total market (Tables 8 and 9). Georgia, Illinois, and Ohio had large declines

in rail shipments, accompanied by an increase in barge shipments.

Tennessee had a large drop in truck and barge shipments. Ohio experienced a large shift from rail to barge. Illinois reduced rail shipments but maintained a truck and barge volume that was quite close to that of 1982. Georgia lost volume in both truck and rail. Alabama increased rail volume at the expense of truck and barge (Tables 8 and 9).

Shipments to Ports

Most of the 28 percent decline in shipments in 1983 can be attributed to a decline in shipments to export points. Shipments from the nine-state region to ports fell by 35 percent to 140.3 million bushels (Table 10). Since total shipments from all states to ports declined only 0.9 percent, the nine-state region suffered a dramatic loss in export share.

Table 7.
Interstate Wheat Shipments in Selected States, 1982 and 1983.^a

Origin State	Total Shipments		Percent change
	1982	1983	
	<i>thousands of bushels</i>		
Alabama	10,382	7,711	-25.73
Arkansas	57,164	45,609	-20.21
Georgia	20,457	12,938	-36.76
Illinois	63,172	54,462	-13.79
Kentucky	20,581	19,387	-5.80
Louisiana	15,088	8,411	-44.25
Mississippi	38,754	18,587	-52.04
Ohio	46,003	31,844	-30.78
Tennessee	44,154	28,151	-36.24
Total nine states	315,755	227,100	-28.08

^a Includes shipments to port areas.

Table 8.
Interstate Wheat Shipments in Selected States by Mode of Transport, 1982.^a

Origin State	Mode of Transportation			Total
	Truck	Rail	Barge	
<i>thousands of bushels</i>				
Alabama	3,272	1,973	5,137	10,382
Arkansas	13,514	992	42,658	57,164
Georgia	5,070	14,915	472	20,457
Illinois	20,623	14,350	28,199	63,172
Kentucky	3,979	4,827	11,775	20,581
Louisiana	351	0	14,737	15,088
Mississippi	13,639	4,651	20,464	38,754
Ohio	4,044	39,047	2,912	46,003
Tennessee	2,965	9,984	31,205	44,154
Total nine states	67,457	90,739	157,559	315,755
Percent of total volume	21.36	28.74	49.90	100.00

^a Includes shipments to port areas.

Table 9.
Interstate Wheat Shipments in Selected States by Mode of Transport, 1983.^a

Origin State	Mode of Transportation			Total
	Truck	Rail	Barge	
<i>thousands of bushels</i>				
Alabama	1,693	2,283	3,735	7,711
Arkansas	12,574	0	33,035	45,609
Georgia	2,964	9,394	580	12,938
Illinois	19,800	6,272	28,390	54,462
Kentucky	3,933	3,085	12,369	19,387
Louisiana	411	0	8,000	8,411
Mississippi	7,241	1,763	9,583	18,587
Ohio	3,897	22,485	5,462	31,844
Tennessee	414	9,693	18,044	28,151
Total nine states	52,927	54,975	119,198	227,100
Percent of total volume	23.31	24.21	52.49	100.00

^a includes shipments to port areas.

Table 10.
State Shares of Port Receipts of Wheat, 1982 and 1983.

Selected Origin States	1982		1983		Percent Change
	Total Volume	Percent Share	Total Volume	Percent Share	
	(,000 bu.)		(,000 bu.)		
Alabama	7,828	0.62	3,243	0.26	-58.57
Arkansas	43,338	3.44	32,889	2.63	-24.11
Georgia	15,180	1.20	9,742	0.78	-35.82
Illinois	32,893	2.61	29,726	2.38	-9.63
Kentucky	8,962	0.71	9,677	0.77	7.98
Louisiana	10,000	0.79	3,043	0.24	-69.57
Mississippi	32,074	2.54	17,334	1.39	-45.96
Ohio	33,030	2.62	14,853	1.19	-55.03
Tennessee	31,000	2.46	19,779	1.58	-36.20
Subtotal	214,305	16.99	140,286	11.23	-34.54
Other Origin States ¹					
Arizona	7,396	0.59	3,700	0.30	-49.97
California	11,290	0.90	8,790	0.70	-22.14
Colorado	31,000	2.46	28,000	2.24	-9.68
Delaware	543	0.04	101	0.01	-81.40
Idaho	57,481	4.56	64,800	5.19	12.73
Indiana	25,791	2.05	12,038	0.96	-53.32
Iowa	1,199	0.10	2,638	0.21	120.02
Kansas	105,990	8.40	183,499	14.68	73.08
Michigan	2,477	0.20	3,357	0.27	35.53
Minnesota	70,708	5.61	85,308	6.83	20.65
Missouri	92,029	7.30	62,278	4.98	-32.33
Montana	80,000	6.34	105,000	8.40	31.25
Nebraska	55,264	4.38	70,542	5.64	27.65
Nevada	320	0.03	0	0.00	-100.00
New Mexico	317	0.03	0	0.00	-100.00
New York	761	0.06	2,625	0.21	244.94
North Carolina	6,000	0.48	5,000	0.40	-16.67
North Dakota	59,800	4.74	68,000	5.44	13.71
Oklahoma	112,100	8.89	85,016	7.04	-21.48
Oregon	32,978	2.61	23,068	1.85	-30.05
South Carolina	2,121	0.17	2,794	0.22	31.73
South Dakota	23,000	1.82	35,000	2.80	52.17
Texas	104,316	8.27	94,000	7.52	-9.89
Utah	3,000	0.24	4,000	0.32	33.33
Virginia	1,489	0.12	1,866	0.15	25.32
Washington	149,000	11.81	145,000	11.60	-2.68
Wisconsin	9,331	0.74	7,991	0.64	-14.36
Wyoming	1,164	0.09	2,000	0.16	71.82
Total	1,261,170	100.00	1,249,647	100.00	-9.1

¹ Includes secondary data only; no truck data were provided by these states.

Only Kentucky shipped more to ports in 1983 than in 1982. For Alabama and Louisiana, the declines in shipments to ports were greater than their total declines in shipments.

The export shares for the nine states are somewhat inflated for both years because the data from non-participating states were limited to rail and barge (excluding any truck shipments to port areas). However, the number of truck shipments to ports from most of these non-participating states was relatively small for wheat.

The total receipts at port areas in 1983 was 0.9 percent below the 1982 total (Table 10). The leading states in 1982 were Washington, Oklahoma, Kansas, Texas, Missouri, Montana, Minnesota, and North Dakota (in that order). In 1983, the leading states were Kansas, Washington, Montana, Texas, Oklahoma, Minnesota, and Nebraska (in that order). Changes in exports among these top states were due more to changes in receipts from other states and shipments to other states than to changes in production. Of the eight states listed, only Oklahoma and Mississippi experienced changes in exports that were in the same direction as their changes in production.

The volume of wheat receipts at the Louisiana Gulf declined from 1982 to 1983 due to large decreases in shipments from Arkansas, Indiana, Louisiana, Mississippi, Missouri, and Tennessee (Table 11). The decline in receipts at the Eastern Gulf resulted from decreased shipments from Alabama, Kansas, and Mississippi. Although receipts from Colorado and Texas at the Texas Gulf decreased, the region experienced a net increase in receipts (Table 11) as a result of increased shipments from Kansas and Nebraska. The Pacific Northwest also had more receipts in 1983 than in 1982, as Colorado, Idaho, Montana, and North Dakota all shipped more to that region. The volume of receipts at Atlantic ports declined as the number of shipments from Georgia, Indiana,

Missouri, and Ohio fell in 1983. Overall, the Great Lakes ports received more wheat in 1983 than in 1982, resulting from an increase in shipments at Duluth from Minnesota and South Dakota.

Although exports from the Pacific Region remained virtually unchanged between 1982 and 1983, the Columbia River ports increased their volume at the expense of exports from California ports (Table 12).

Three port areas shipped out four-fifths of the nation's wheat exports in 1983: the Texas Gulf port had the highest volume, followed by the Columbia River ports and the Louisiana Gulf ports. Over one-half of the wheat exports were from the Texas Gulf and Columbia River ports.

Analysis of Shipments and Receipts for Each of the Nine States

A comparison of changes in production (Table 2), supplies (Table 3), receipts (Table 4), and shipments (Table 7) with the detailed state-by-state data in Appendix A provides a partial explanation of the different patterns of movement in 1983 as compared to 1982.

Alabama

From 1982 to 1983, Alabama experienced a 35 percent decrease in production (Table 2) and a 9 percent decrease in receipts (Table 4), forcing shipments to fall by 26 percent (Table 7). Although the reduction of wheat inventory in Alabama helped offset the lower production, total supply was still 23 percent lower in 1983.

Total receipts in Alabama decreased by less than 600,000 bushels, but there were more significant changes among origins. Florida, Missouri, and Ohio each originated small volumes by barge in 1982 (Table A-1), but no shipments in 1983 (Table A-10). Rail shipments from Tennessee of 303,000 bushels in

Table 11.

Wheat Receipts at Port Regions by State of Origin, 1982 and 1983.¹

Origin state	Port region	Quantity		Percent change
		1982	1983	
millions of bushels				
Alabama	Eastern Gulf	3,936	455	-88.44
	Louisiana Gulf	3,892	2,788	-28.37
Arizona	California Ports	6,753	3,617	-46.44
	Texas Gulf	643	83	-87.09
Arkansas	Eastern Gulf	48	146	204.17
	Louisiana Gulf	42,000	32,602	-22.38
	Texas Gulf	1,290	141	-89.07
California	California Ports	10,000	8,000	-20.00
	Pacific Northwest	1,290	253	-80.39
	Texas Gulf	0	537	Infinite
Colorado	Pacific Northwest	11,000	17,000	54.55
	Texas Gulf	20,000	11,000	-45.00
Delaware	South Atlantic	543	101	-81.40
Georgia	Eastern Gulf	908	0	-100.00
	Louisiana Gulf	0	298	Infinite
	South Atlantic	14,272	9,444	-33.83
Idaho	California Ports	481	800	66.32
	Pacific Northwest	57,000	64,000	12.28
Illinois	Chicago	232	305	31.47
	Eastern Gulf	1,599	137	-91.43
	Louisiana Gulf	30,788	28,688	-6.82
	South Atlantic	0	400	Infinite
	Texas Gulf	274	196	-28.47
	Chicago	900	300	-66.67
Indiana	Eastern Gulf	51	0	-100.00
	Louisiana Gulf	18,702	11,331	-39.41
	South Atlantic	6,090	250	-95.89
	Texas Gulf	48	157	227.08
	Chicago	0	721	Infinite
Iowa	Louisiana Gulf	1,153	1,152	-0.09
	Texas Gulf	46	765	1,563.04
	Eastern Gulf	3,300	0	-100.00
Kansas	Louisiana Gulf	2,472	2,499	1.09
	Pacific Northwest	0	1,000	Infinite
	Texas Gulf	100,218	180,000	79.61
	Eastern Gulf	603	458	-24.05
Kentucky	Louisiana Gulf	8,251	9,000	9.08
	Texas Gulf	108	219	102.78
	Louisiana Gulf	10,000	3,043	-69.57
Michigan	Chicago	2,144	239	-88.85
	Saginaw	333	118	-64.56
	South Atlantic	0	3,000	Infinite

(Continued)

Table 11. — Continued
Wheat Receipts at Port Regions by State of Origin, 1982 and 1983.¹

Origin state	Port region	Quantity		Percent change
		1982	1983	
		<i>millions of bushels</i>		
Minnesota	Duluth	7,299	13,126	79.83
	Eastern Gulf	150	55	-63.33
	Louisiana Gulf	60,029	67,627	12.66
	North Atlantic	2,000	2,000	0.00
	Saginaw	330	0	-100.00
	South Atlantic	900	2,500	177.78
Mississippi	Eastern Gulf	5,327	2,212	-58.48
	Louisiana Gulf	26,461	15,122	-42.85
	Texas Gulf	286	0	-100.00
Missouri	Eastern Gulf	457	47	-89.72
	Louisiana Gulf	70,114	41,505	-40.80
	South Atlantic	4,000	328	-91.80
	Texas Gulf	17,458	20,398	16.84
Montana	Pacific Northwest	80,000	105,000	31.25
Nebraska	Duluth	0	333	Infinite
	Louisiana Gulf	264	209	-20.83
	Pacific Northwest	5,000	10,000	100.00
	Texas Gulf	50,000	60,000	20.00
Nevada	California Ports	320	0	-100.00
New Mexico	California Ports	317	0	-100.00
New York	North Atlantic	761	2,625	244.94
North Carolina	South Atlantic	6,000	5,000	-16.67
North Dakota	Duluth	44,800	45,000	0.45
	Pacific Northwest	15,000	23,000	53.33
Ohio	Eastern Gulf	648	220	-66.05
	Louisiana Gulf	2,286	4,022	75.94
	North Atlantic	305	456	49.51
	South Atlantic	26,346	9,193	-65.11
	Texas Gulf	47	0	-100.00
	Toledo	3,398	962	-71.69
Oklahoma	Louisiana Gulf	12,000	17,966	49.72
	Texas Gulf	100,100	70,050	-30.02
Oregon	Pacific Northwest	32,978	23,068	-30.05
South Carolina	South Atlantic	2,121	2,794	31.73
South Dakota	Duluth	23,000	35,000	52.17
Tennessee	Louisiana Gulf	30,690	17,779	-42.07
	South Atlantic	200	2,000	900.00
	Texas Gulf	110	0	-100.00
	Toledo	3,398	962	-71.69
Texas	California Ports	4,000	4,000	0.00
	Louisiana Gulf	202	0	-100.00
	Texas Gulf	100,114	90,000	-10.10

(Continued)

Table 11. — Continued
Wheat Receipts at Port Regions by State of Origin, 1982 and 1983.¹

Origin state	Port region	Quantity		Percent change
		1982	1983	
millions of bushels				
Utah	California Ports	3,000	4,000	33.33
Virginia	South Atlantic	1,489	1,866	25.32
Washington	Pacific Northwest	149,000	145,000	-2.68
Wisconsin	Chicago	3,127	2,761	-11.70
	Louisiana Gulf	3,413	153	-95.52
	North Atlantic	1,804	2,310	28.05
	South Atlantic	987	2,767	180.34
Wyoming	Pacific Northwest	1,164	2,000	71.82
Total		1,261,170	1,249,697	-91
Great Lakes Region				
	Chicago	6,403	4,326	-32.44
	Duluth	75,099	93,459	-124.44
	Toledo	3,398	962	-71.69
	Saginaw	663	118	-82.20
	Subtotal	85,563	98,865	115.55
Atlantic Region				
	North	4,870	7,391	151.77
	South	62,948	39,643	-37.02
	Subtotal	67,818	47,034	-30.65
Gulf Region				
	Louisiana Gulf	322,717	255,784	-21.96
	Eastern Gulf	17,027	3,730	-78.09
	Texas Gulf	390,742	433,546	110.95
	Subtotal	726,462	685,987	-5.57
Pacific Region				
	Pacific Northwest	352,432	390,321	110.75
	California	24,871	20,417	-17.91
	Subtotal	377,303	410,738	108.86
Total		1,261,170	1,249,697	-91

¹ Survey data supplemented by secondary data from non-participating states.

Table 12.

Wheat Inspected for Export by Region and Port Area, 1982 and 1983.

Port region	1982		1983		Percent change
	Total volume	Percent share	Total volume	Percent share	
thousands of bushels					
Great Lakes Region					
Chicago Area	1,342	0.09	877	0.06	-34.65
Duluth Area	98,953	6.54	99,808	6.98	0.86
Toledo Area	4,852	0.32	1,567	0.11	-67.70
Saginaw Area	1,635	0.11	1,412	0.10	-13.64
Subtotal	106,782	7.06	103,664	7.25	-2.92
Atlantic Region					
North	9,380	0.62	6,995	0.49	-25.43
South	85,007	5.62	39,698	2.78	-53.30
Subtotal	94,387	6.24	46,693	3.27	-50.53
Gulf Region					
Louisiana Gulf	335,261	22.16	271,217	18.97	-19.10
Eastern Gulf	27,666	1.83	6,942	0.49	-74.91
Texas Gulf	498,299	32.94	554,701	38.80	11.32
Subtotal	861,226	56.93	832,860	58.26	-3.29
Pacific Region					
Columbia River	364,093	24.07	393,207	27.50	8.00
Puget Sound	37,053	2.45	34,586	2.42	-6.66
California Ports	48,166	3.18	18,602	1.30	-61.38
Subtotal	449,312	29.70	446,395	31.22	-0.65
Interior ¹ Region	1,161	0.08	0	0.00	-100.00
Subtotal	1,161	0.08	0	0.00	-100.00
Total	1,512,868	100.00	1,429,612	100.00	-5.50

¹ Includes direct shipments to Mexico and Canada.**Source:** Grain and Feed Market News, Agricultural Marketing Service, USDA, Washington, D.C., 1983 and 1984.

1981 also fell to zero in 1983. Consequently, rail's share of Alabama receipts fell, while barge and truck shares increased. Receipts from Illinois, Kentucky, and Oklahoma increased in 1983. Alabama interstate and intrastate shipments also declined, with the largest change in barge (a decline of nearly 4 million bushels). Truck shipments increased. There was a major reduction in rail shipments to the Eastern Gulf ports and in barge shipments to all ports.

Arkansas

Arkansas' production declined by 19 percent (Table 2) and its receipts declined by 63 percent (Table 4) as a result of greatly reduced truck shipments from Mississippi. With less production and receipts, it is not surprising to find that interstate shipments from Arkansas also decreased by 20 percent, or 11.6 million bushels (Table 7). The decline in shipments resulted primarily from a reduction in shipments to Gulf ports.

Truck receipts from Missouri in 1982 were reported as zero in 1983 (Tables A-2 and A-11). The volume shipped by barge and truck declined in 1982, shifting modal shares slightly toward truck. Rail shipments fell to zero in 1983.

Georgia

Georgia's shipments declined 37 percent in 1983 (Table 7) because production declined by 32 percent (Table 2) and there were 23 percent fewer receipts (Table 4). The decrease in receipts resulted from a drop of 4.3 million bushels in rail receipts from Illinois and Indiana, although this was partly offset by an increase in rail receipts of 1.6 million bushels from Alabama (Tables A-3 and A-13). Rail receipts from Alabama and Indiana declined while barge receipts from Louisiana increased. As a result, barge became the dominant transportation mode for Georgia's receipts. Most of the reduction in Georgia's shipments resulted from a decrease in shipments to

South Atlantic ports by truck and rail. Georgia's rail shipments to Mississippi also dropped to zero in 1983 with the smaller supply of wheat in Georgia.

Illinois

Wheat production in Illinois declined only 5 percent in 1983 (Table 2), but receipts were down by 14 percent (Table 4), resulting in a 14 percent decline in shipments from 1982 (Table 4). Most of the decline in receipts was due to decreased rail shipments from Indiana, Kansas, Nebraska, and Ohio. Barge receipts increased slightly as shipments from Minnesota, Missouri, and Oklahoma more than offset declines from other states (Tables A-4 and A-13). Truck receipts decreased only slightly — less than .7 million bushels. Changes in 1983 shipments mirrored the changes in receipts: interstate barge shipments increased slightly, truck shipments decreased slightly, and rail shipments suffered a large decline (Tables A-4 and A-13). Decreased rail shipments to Georgia, Indiana, the Louisiana Gulf, and the Eastern Gulf in 1983 made up most of the decline in rail shipments, offsetting the increase in rail shipments to Texas which increased from zero in 1982 to 1.6 million bushels in 1983.

Kentucky

Kentucky's shipments fell only 6 percent in 1983 (Table 7) despite a 32 percent decline in production (Table 2) and a 40 percent decrease in receipts (Table 4). Kentucky had the third largest drop in wheat inventory (3 million bushels). Most of the declines in shipments were to Indiana and Tennessee (Tables A-5 and A-14). Shipments to the three Gulf ports increased; Kentucky was the only state of the nine-state region to export more in 1983 than in 1982 (Table 10). Volume shipped by barge and rail from Kentucky to Tennessee declined while truck volume increased. Truck and rail shipments to Indiana declined. Total interstate shipments from

Kentucky declined by only 1 million bushels, but the percent shipped by barge increased from 57 to 64 percent as port destinations increased in importance.

Louisiana

Louisiana experienced a 61 percent (11.5 million bushels) decline in production (Table 2), the largest of any of the nine states. To compensate for some of this decrease in production, Louisiana had the largest drawdown of inventory in the nine-state region (4.7 million bushels). With no major processors in Louisiana, the volume of receipts for any purpose other than export was very small. Shipments of wheat from Louisiana declined by 44 percent between 1982 and 1983, from 18 million to 12 million bushels. The decrease appeared in fewer barge shipments to ports further down the Mississippi River. Shipments to export points were down 71 percent, while barge shipments to Georgia increased (Tables A-6 and A-15).

Mississippi

Among the nine states, Mississippi had the second largest decline in receipts, both in percentage and actual volume (Table 4). This decrease, combined with a 43 percent decline in production (Table 2), resulted in a reduction in shipments of 52 percent (Table 7). Receipts by Mississippi were reduced due to fewer truck receipts from Arkansas and fewer rail receipts from Georgia (Tables A-7 and A-16). There was an overall decline in receipts for all transportation modes. The large drop in shipments by firms in Mississippi was inevitable given the production shortfall and low receipts. The largest impacts were found in truck shipments to Arkansas and the Eastern and Louisiana Gulf ports, rail shipments to Eastern Gulf ports, and barge shipments to Louisiana Gulf ports.

Ohio

Ohio was the only state showing an increase in receipts in 1983 (Table 4). The 12 percent increase resulted from a growth in rail receipts from Michigan and Minnesota (Tables A-8 and A-17). Although production also increased by 14 percent (Table 2), Ohio's interstate shipments declined by 31 percent (Table 7). Shipments to ports in 1983 were far below the 1982 figures as a result of large decreases in shipments to South Atlantic and Toledo ports. The additional supply of wheat that was not shipped (some 14.3 million bushels) went into inventory. This shift in destinations resulted in an increase in the percentage moved by barge and truck and a decrease in the percentage moved by rail (Tables 8 and 9).

Tennessee

Being located in the middle of the nine-state region, Tennessee is a major transshipment point for wheat. It is also a major milling state. As a result, in 1983, Tennessee had the greatest volume of interstate wheat receipts in the nine-state region (Table 4). It also shipped more wheat than it produced. Between 1982 and 1983, Tennessee's production declined by 33 percent (Table 2), its total supply declined by 38 percent (Table 3), its receipts decreased by 11 percent (Table 4), and shipments were down 36 percent (Table 7). Tennessee receipts were less in 1983 due to decreases in rail shipments from Indiana, Kansas, Kentucky, Missouri, and Mississippi (Tables A-9 and A-18).

While rail's share of Tennessee's receipts declined, truck and barge shares increased. Minnesota's larger barge shipments to Tennessee were a major factor in the increased barge share. The decline in 1983 shipments was due to less being shipped by truck to Kentucky and less shipped by barge on the Mississippi River to the Louisiana Gulf ports (Tables A-9 to A-18). Rail ship-

ments were almost the same in 1983 as in 1982, allowing rail's transportation share to increase at the expense of truck and barge. There was a major drop in Tennessee shipments to the Louisiana Gulf — from 30.7 to 17.8 million bushels.

Supplemental Analysis of Non-Participating States

Although only nine states were included in the survey of grain handling firms, secondary data sources provided information on volumes shipped by rail and barge from the other states. The same secondary sources were used to gather additional data for the nine states in the survey, but these data from secondary sources were adjusted and allocated to destinations using the information provided in the survey responses. No similar basis for adjustment was available for other states. However, because these data show useful relationships and changes over time, they are included in Appendix B (1982 data) and Appendix C (1983 data) for all states. These tables include all adjustments presented in Appendix A as well as unadjusted data for non-participating states.

The nine-state region was a minor producer of wheat. Over one-half of the wheat in 1982 and 1983 was produced from just six states — Kansas, North Dakota, Oklahoma, Montana, Washington, and Texas — all outside of the nine-state region. Of these six states, only Texas and Washington experienced production increases from 1982 to 1983 (Table 2).

Kansas production was lower in 1983 than in 1982, but shipments to ports increased in 1983, resulting in an increase in total shipments (Table B-13 and C-13). Almost all shipments in 1983 were by rail. Over one-half of the wheat shipped from Kansas to other states went to nearby states which were major wheat producing states themselves.

All of Montana's wheat shipments were shipped by rail, with at least 75 percent each year going to Pacific Northwest ports (Tables B-21 and C-20). Both total shipments and shipments to ports increased in 1983. No receipts were reported for either year.

Much of North Dakota's wheat shipments moved by rail (Tables B-28 and C-27). Major destinations were Minnesota, Wisconsin, and ports at Duluth and the Pacific Northwest. Both North Dakota's total shipments and shipments to ports increased in 1983. Receipts were minor, approximately one million bushels each year from Minnesota and Montana.

Oklahoma wheat shipments declined in 1983, primarily due to decreased rail shipments to Texas and to the Texas Gulf (Tables B-30 and C-29). While rail was the major transportation mode, barge shipments, both to other states and to ports, increased in 1983. Receipts were mainly from Kansas by rail. Total Oklahoma receipts increased in 1983.

Texas was a major receiver as well as a major shipper of wheat. Texas received 112.4 and 71.4 million bushels of wheat in 1982 and 1983 respectively, primarily from Kansas and Oklahoma (Tables B-36 and C-35). All of the receipts were by rail. Over 90 percent of Texas shipments, which were in excess of 100 million bushels each year, were to the Texas Gulf and California ports.

Like Texas, over 90 percent of Washington's shipments were to Pacific Northwest ports (Tables B-39 and C-38). Approximately 33 percent of the bushels shipped to the ports went by barge. The only state to receive wheat from Washington was Oregon, with total volume about equally divided between barge and rail. Washington receipts declined in 1983 as rail shipments from Montana fell from 15 to 2 million bushels.

Summary and Conclusions

The comparison of wheat movements between 1982 and 1983 gives an interesting picture of how the grain marketing system reacts to changes in grain production. Lower production in the nine-state study region was offset by grain removed from storage. However, the reduction in inventory was not enough to prevent a 23 percent reduction in supply between 1982 and 1983. Interstate receipts by the nine-state region did not increase to make up the short-fall in wheat, but instead declined by 13 percent. The reason receipts did not have to increase was that shipments to ports for export dropped by 35 percent. The decline in shipments to ports was almost as great as the decline in production. Thus, with fewer shipments to ports and additional supplies taken out of storage stocks, demand for receipts from other states decreased.

The decline in shipments to ports also explains the decline of rail as a transportation mode. Rail shipments to Eastern Gulf and South Atlantic ports declined by 56 percent, while barge shipments to Louisiana Gulf ports declined by only 27 percent.

This decline in actual bushels shipped to ports from the nine-state region was greater than the total decline in bushels shipped to ports for all of the United States. The Southeast, with its relatively high production cost, is a residual supplier of many grain crops, including wheat (Ott, et al, 1986). The Cornbelt states are also relatively high cost producers of wheat. Thus, when export demand decreased in 1983, the nine-state region absorbed the decrease. As a residual supplier, changes in demand, especially export demand, had a major impact on the pattern of shipments and receipts in the nine-state region.

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Appendix Tables

Receipts and Shipments of Wheat by State, 1982 and 1983.

Appendix A

1982 and 1983 Receipts and Shipments of Wheat by State for the 9 States

Table A-1. Alabama, 1982

Wheat Receipts^a from Various Origins

Origin	Mode of transportation			Total
	Truck	Rail	Barge	
<i>thousands of bushels</i>				
Arkansas	0	0	226	226
Florida	0	0	244	244
Georgia	27	0	204	231
Illinois	0	0	100	100
Kentucky	134	0	119	253
Minnesota	0	0	1,539	1,539
Mississippi	20	0	0	20
Missouri	0	0	143	143
Ohio	0	11	49	60
Oklahoma	0	0	2,447	2,447
Tennessee	215	303	0	518
Total interstate	396	314	5,071	5,781

Wheat Shipments^b to Various Destinations

Destination	Mode of transportation			Total
	Truck	Rail	Barge	
<i>thousands of bushels</i>				
Georgia	75	131	0	206
Illinois	0	0	280	280
Indiana	0	0	93	93
Mississippi	1	170	51	222
Tennessee	286	387	1,080	1,753
Eastern Gulf	2,910	1,026	0	3,936
Louisiana Gulf	0	259	3,633	3,892
Total interstate	3,272	1,973	5,137	10,382
Intrastate	3,050	2,732	4,897	10,679
Total	6,322	4,705	10,034	21,061

^a Receipts at ports are not included.

^b Shipments to ports are treated as separate destinations.

Table A-2. Arkansas, 1982

Wheat Receipts^a from Various Origins

Origin	Mode of transportation			Total
	Truck	Rail	Barge	
<i>thousands of bushels</i>				
Kansas	252	0	0	252
Mississippi	1,088	0	0	1,088
Missouri	552	0	0	552
Texas	662	0	0	662
Total interstate	2,554	0	0	2,554

Wheat Shipments^b to Various Destinations

	Mode of transportation			
Destination	Truck	Rail	Barge	Total
<i>thousands of bushels</i>				
Alabama	0	0	226	226
Louisiana	83	0	86	169
Mississippi	5,296	0	0	5,296
Missouri	3,299	0	0	3,299
Tennessee	4,836	0	0	4,836
Eastern Gulf	0	0	48	48
Louisiana Gulf	0	0	42,000	42,000
Texas Gulf	0	992	298	1,290
Total interstate	13,514	992	42,658	57,164
Intrastate	5,794	1,083	215	7,092
Total	19,308	2,075	42,873	64,256

^a Receipts at ports are not included.

^b Shipments to ports are treated as separate destinations.

Table A-3. Georgia, 1982

Wheat Receipts^a from Various Origins

Origin	Mode of transportation			Total
	Truck	Rail	Barge	
<i>thousands of bushels</i>				
Alabama	75	131	0	206
Florida	0	505	0	505
Illinois	0	2,993	0	2,993
Indiana	0	2,630	0	2,630
Kansas	0	199	0	199
Kentucky	0	880	0	880
Louisiana	0	0	4,529	4,529
Ohio	0	518	0	518
Oklahoma	0	0	87	87
South Carolina	480	0	0	480
Tennessee	54	209	0	263
Total interstate	609	8,065	4,616	13,290

Wheat Shipments^b to Various Destinations

Destination	Mode of transportation			Total
	Truck	Rail	Barge	
<i>thousands of bushels</i>				
Alabama	27	204	0	231
Florida	277	939	0	1,216
Louisiana	0	120	0	120
Mississippi	3	2,534	0	2,537
North Carolina	1	397	0	398
South Carolina	21	207	0	228
Tennessee	188	239	0	427
Virginia	2	118	0	120
South Atlantic	4,524	9,748	0	14,272
Eastern Gulf	27	409	472	908
Total Interstate	5,070	14,915	472	20,457
Intrastate	6,872	5,285	0	12,157
Total	11,942	20,200	472	32,614

^a Receipts at ports are not included.

^b Shipments to ports are treated as separate destinations.

Table A-4. Illinois, 1982

Wheat Receipts^a from Various Origins

	Mode of transportation			
Origin	Truck	Rail	Barge	Total
	<i>thousands of bushels</i>			
Alabama	0	0	280	280
Indiana	4,497	4,353	51	8,901
Iowa	736	190	394	1,320
Kansas	0	3,160	0	3,160
Kentucky	0	0	301	301
Michigan	1,751	0	0	1,751
Minnesota	0	3,775	3,481	7,256
Missouri	7,457	413	1,376	9,246
Nebraska	0	1,785	0	1,785
North Dakota	0	327	0	327
Ohio	262	1,218	0	1,480
Tennessee	0	0	266	266
Total interstate	14,703	15,221	6,149	36,073

Wheat Shipments^b to Various Destinations

	Mode of transportation			
Destination	Truck	Rail	Barge	Total
<i>thousands of bushels</i>				
Alabama	0	0	100	100
Georgia	0	2,993	0	2,993
Indiana	1,678	3,470	0	5,148
Iowa	85	0	48	133
Kentucky	105	0	0	105
Minnesota	0	533	0	533
Mississippi	0	167	0	167
Missouri	17,990	460	197	18,647
New Jersey	0	67	0	67
North Carolina	0	218	0	218
Oklahoma	0	0	56	56
Tennessee	600	118	621	1,339
Wisconsin	0	773	0	773
Chicago/Duluth	165	67	0	232
Eastern Gulf	0	1,503	96	1,599
Louisiana Gulf	0	3,981	26,807	30,788
Texas Gulf	0	0	274	274
Total Interstate	20,623	14,350	28,199	63,172
Intrastate	14,200	990	2,105	17,295
Total	34,823	15,340	30,304	80,467

^a Receipts at ports are not included.

^b Shipments to ports are treated as separate destinations.

Table A-5. Kentucky, 1982

Wheat Receipts^a from Various Origins

Origin	Mode of transportation			Total
	Truck	Rail	Barge	
<i>thousands of bushels</i>				
Illinois	105	0	0	105
Indiana	1,550	54	0	1,604
Minnesota	0	0	606	606
Ohio	170	0	23	193
Tennessee	2,604	117	0	2,721
Total interstate	4,429	171	629	5,229

Wheat Shipments^b to Various Destinations

	Mode of transportation			
Destination	Truck	Rail	Barge	Total
<i>thousands of bushels</i>				
Alabama	134	0	119	253
Georgia	0	880	0	880
Illinois	0	0	301	301
Indiana	665	1,581	157	2,403
Mississippi	223	104	109	436
Missouri	0	56	259	315
Ohio	251	0	0	251
Tennessee	2,572	1,737	2,471	6,780
Eastern Gulf	134	469	0	603
Louisiana Gulf	0	0	8,251	8,251
Texas Gulf	0	0	108	108
Total interstate	3,979	4,827	11,775	20,581
Intrastate	864	67	5	936
Total	4,843	4,894	11,780	21,517

^a Receipts at ports are not included.

^b Shipments to ports are treated as separate destinations.

Table A-6. Louisiana, 1982

Wheat Receipts^a from Various Origins

Origin	Mode of transportation			Total
	Truck	Rail	Barge	
<i>thousands of bushels</i>				
Arkansas	83	0	86	169
Georgia	0	120	0	120
Mississippi	202	0	0	202
Oklahoma	0	0	416	416
Total interstate	285	120	502	907

Wheat Shipments^b to Various Destinations

	Mode of transportation			
Destination	Truck	Rail	Barge	Total
	<i>thousands of bushels</i>			
Georgia	0	0	4,529	4,529
Minnesota	0	0	54	54
Mississippi	126	0	183	309
Missouri	0	0	46	46
Tennessee	0	0	59	59
Texas	91	0	0	91
Louisiana Gulf	134	0	9,866	10,000
Total interstate	351	0	14,737	15,088
Intrastate	2,828	0	0	2,828
Total	3,179	0	14,737	17,916

^a Receipts at ports are not included.

^b Shipments to ports are treated as separate destinations.

Table A-7. Mississippi, 1982

Wheat Receipts^a from Various Origins

Origin	Mode of transportation			Total
	Truck	Rail	Barge	
<i>thousands of bushels</i>				
Alabama	1	170	51	222
Arkansas	5,296	0	0	5,296
Florida	0	384	0	384
Georgia	3	2,534	0	2,537
Illinois	0	167	0	167
Kansas	0	34	0	34
Kentucky	223	104	109	436
Louisiana	126	0	183	309
Total interstate	5,649	3,393	343	9,385

Wheat Shipments^b to Various Destinations

	Mode of transportation			
Destination	Truck	Rail	Barge	Total
<i>thousands of bushels</i>				
Alabama	20	0	0	20
Arkansas	1,088	0	0	1,088
Louisiana	202	0	0	202
Tennessee	4,642	728	0	5,370
Eastern Gulf	2,067	3,260	0	5,327
Louisiana Gulf	5,620	663	20,178	26,461
Texas Gulf	0	0	286	286
Total interstate	13,639	4,651	20,464	38,754
Intrastate	1,212	3,099	118	4,429
Total	14,851	7,750	20,582	43,183

^a Receipts at ports are not included.

^b Shipments to ports are treated as separate destinations.

Table A-8. Ohio, 1982

Wheat Receipts^a from Various Origins

	Mode of transportation			
Origin	Truck	Rail	Barge	Total
	<i>thousands of bushels</i>			
Indiana	3,886	267	0	4,153
Kansas	0	765	0	765
Kentucky	251	0	0	251
Michigan	7,105	660	0	7,765
Minnesota	0	0	1,864	1,864
Missouri	0	133	0	133
New York	18	0	0	18
North Dakota	0	1,785	0	1,785
Pennsylvania	36	0	0	36
South Dakota	0	607	0	607
West Virginia	0	53	0	53
Wisconsin	0	500	655	1,155
Total interstate	11,296	4,770	2,519	18,585

Wheat Shipments^b to Various Destinations

	Mode of transportation			
Destination	Truck	Rail	Barge	Total
	<i>thousands of bushels</i>			
Alabama	0	11	49	60
Florida	0	12	0	12
Georgia	0	518	0	518
Illinois	262	1,218	0	1,480
Kentucky	170	0	23	193
Maryland	512	660	0	1,172
Michigan	0	660	0	660
New Jersey	0	167	0	167
New York	34	2,560	507	3,101
North Carolina	0	1,579	0	1,579
Pennsylvania	158	1,511	0	1,669
South Carolina	0	10	0	10
Tennessee	676	1,399	0	2,075
Virginia	0	277	0	277
Toledo	2,232	1,166	0	3,398
North Atlantic	0	305	0	305
South Atlantic	0	26,346	0	26,346
Eastern Gulf	0	648	0	648
Louisiana Gulf	0	0	2,286	2,286
Texas Gulf	0	0	47	47
Total interstate	4,044	39,047	2,912	46,003
Intrastate	28,034	0	0	28,034
Total	32,078	39,047	2,912	74,037

^a Receipts at ports are not included.

^b Shipments to ports are treated as separate destinations.

Table A-9. Tennessee, 1982**Wheat Receipts^a from Various Origins**

Origin	Mode of transportation			Total
	Truck	Rail	Barge	
<i>thousands of bushels</i>				
Alabama	286	387	1,080	1,753
Arkansas	4,836	0	0	4,836
Georgia	188	239	0	427
Illinois	600	118	621	1,339
Indiana	2,134	3,885	48	6,067
Iowa	28	0	55	83
Kansas	0	2,025	171	2,196
Kentucky	2,572	1,737	2,471	6,780
Louisiana	0	0	59	59
Minnesota	0	0	8,868	8,868
Mississippi	4,642	728	0	5,370
Missouri	0	2,533	8,444	10,977
North Carolina	0	596	0	596
Ohio	676	1,399	0	2,075
Oklahoma	0	0	2,251	2,251
South Carolina	0	159	0	159
Wyoming	0	375	0	375
Total interstate	15,962	14,181	24,068	54,211

Wheat Shipments^b to Various Destinations

	Mode of transportation			
Destination	Truck	Rail	Barge	Total
<i>thousands of bushels</i>				
Alabama	215	303	0	518
Florida	0	4,100	0	4,100
Georgia	54	209	0	263
Illinois	0	0	266	266
Indiana	92	398	97	587
Kentucky	2,604	117	0	2,721
Missouri	0	0	42	42
North Carolina	0	3,009	0	3,009
Virginia	0	1,648	0	1,648
South Atlantic	0	200	0	200
Louisiana Gulf	0	0	30,690	30,690
Texas Gulf	0	0	110	110
Total interstate	2,965	9,984	31,205	44,154
Intrastate	13,903	792	359	15,054
Total	16,868	10,776	31,564	59,208

^a Receipts at ports are not included.^b Shipments to ports are treated as separate destinations.**Table A-10. Alabama, 1983****Wheat Receipts^a from Various Origins**

Origin	Mode of transportation			Total
	Truck	Rail	Barge	
<i>thousands of bushels</i>				
Arkansas	0	0	146	146
Georgia	12	0	0	12
Illinois	0	0	212	212
Iowa	0	0	46	46
Kentucky	186	43	168	397
Minnesota	0	0	1,297	1,297
Oklahoma	0	0	2,734	2,734
Tennessee	210	0	215	425
Total interstate	408	43	4,818	5,269

Wheat Shipments^b to Various Destinations

	Mode of transportation			
Destination	Truck	Rail	Barge	Total
<i>thousands of bushels</i>				
Georgia	0	1,795	0	1,795
Mississippi	33	371	45	449
Tennessee	1,322	0	902	2,224
Eastern Gulf	338	117	0	455
Louisiana Gulf	0	0	2,788	2,788
Total interstate	1,693	2,283	3,735	7,711
Intrastate	5,820	122	2,646	8,588
Total	7,513	2,405	6,381	16,299

^a Receipts at ports are not included.^b Shipments to ports are treated as separate destinations.

Table A-11. Arkansas, 1983

Wheat Receipts^a from Various Origins

Origin	Mode of transportation			Total
	Truck	Rail	Barge	
<i>thousands of bushels</i>				
Kansas	14	0	0	14
Mississippi	288	0	0	288
Missouri	182	203	0	385
Texas	199	71	0	270
Total interstate	683	274	0	957

Wheat Shipments^b to Various Destinations

	Mode of transportation			
Destination	Truck	Rail	Barge	Total
<i>thousands of bushels</i>				
Alabama	0	0	146	146
Louisiana	101	0	0	101
Mississippi	2,893	0	0	2,893
Tennessee	9,580	0	0	9,580
Eastern Gulf	0	0	146	146
Louisiana Gulf	0	0	32,602	32,602
Texas Gulf	0	0	141	141
Total interstate	12,574	0	33,035	45,609
Intrastate	9,268	0	0	9,268
Total	21,842	0	33,035	54,877

^a Receipts at ports are not included.

^b Shipments to ports are treated as separate destinations.

Table A-12. Georgia, 1983

Wheat Receipts^a from Various Origins

Origin	Mode of transportation			Total
	Truck	Rail	Barge	
<i>thousands of bushels</i>				
Alabama	0	1,795	0	1,795
Indiana	0	1,308	0	1,308
Kentucky	0	927	0	927
Louisiana	0	0	5,063	5,063
Ohio	0	242	0	242
South Carolina	482	0	0	482
Tennessee	4	458	0	462
Total Interstate	486	4,730	5,063	10,279

Wheat Shipments^b to Various Destinations

	Mode of transportation			
Destination	Truck	Rail	Barge	Total
	<i>thousands of bushels</i>			
Alabama	12	0	0	12
Florida	167	2,010	0	2,177
Louisiana	0	135	0	135
North Carolina	46	236	0	282
South Carolina	3	89	0	92
Tennessee	12	161	0	173
Virginia	3	322	0	325
South Atlantic	2,721	6,441	282	9,444
Louisiana Gulf	0	0	298	298
Total interstate	2,964	9,394	580	12,938
Intrastate	721	3,071	0	3,792
Total	3,685	12,465	580	16,730

^a Receipts at ports are not included.

^b Shipments to ports are treated as separate destinations.

Table A-13. Illinois, 1983**Wheat Receipts^a from Various Origins**

	Mode of transportation			
Origin	Truck	Rail	Barge	Total
<i>thousands of bushels</i>				
Indiana	4,507	1,533	0	6,040
Iowa	721	0	0	721
Kansas	0	1,003	0	1,003
Kentucky	0	0	101	101
Michigan	1,751	0	0	1,751
Minnesota	0	4,000	3,723	7,723
Missouri	6,287	516	1,968	8,771
Nebraska	0	2,500	43	2,543
North Dakota	0	139	0	139
Ohio	0	765	0	765
Oklahoma	0	0	618	618
Tennessee	0	0	50	50
Wisconsin	826	0	0	826
Total interstate	14,092	10,456	6,503	31,051

Wheat Shipments^b to Various Destinations

	Mode of transportation			
Destination	Truck	Rail	Barge	Total
	thousands of bushels			
Alabama	0	0	212	212
Indiana	1,734	1,364	0	3,098
Iowa	5	0	97	102
Kansas	0	132	0	132
Kentucky	85	0	0	85
Missouri	17,759	0	157	17,916
Oklahoma	0	0	201	201
Tennessee	0	330	561	891
Texas	0	1,627	0	1,627
Washington	0	472	0	472
Chicago/Duluth	217	88	0	305
South Atlantic	0	400	0	400
Eastern Gulf	0	137	0	137
Louisiana Gulf	0	1,722	26,966	28,688
Texas Gulf	0	0	196	196
Total interstate	19,800	6,272	28,390	54,462
Intrastate	17,731	2,221	1,857	21,809
Total	37,531	8,493	30,247	76,271

^a Receipts at ports are not included.^b Shipments to ports are treated as separate destinations.**Table A-14. Kentucky, 1983****Wheat Receipts^a from Various Origins**

Origin	Mode of transportation			Total
	Truck	Rail	Barge	
<i>thousands of bushels</i>				
Illinois	85	0	0	85
Indiana	1,963	365	0	2,328
Ohio	530	0	0	530
Tennessee	200	0	0	200
Total interstate	2,778	365	0	3,143

Wheat Shipments^b to Various Destinations

	Mode of transportation			
Destination	Truck	Rail	Barge	Total
<i>thousands of bushels</i>				
Alabama	186	43	168	397
Georgia	0	927	0	927
Illinois	0	0	101	101
Indiana	306	113	694	1,113
Louisiana	0	0	148	148
Mississippi	307	115	93	515
Missouri	0	36	0	36
North Carolina	0	118	0	118
Ohio	230	98	0	328
South Carolina	0	132	0	132
Tennessee	2,904	1,045	1,946	5,895
Eastern Gulf	0	458	0	458
Louisiana Gulf	0	0	9,000	9,000
Texas Gulf	0	0	219	219
Total interstate	3,933	3,085	12,369	19,387
Intrastate	543	65	3	611
Total	4,476	3,150	12,372	19,998

^a Receipts at ports are not included.^b Shipments to ports are treated as separate destinations.

Table A-15. Louisiana, 1983**Wheat Receipts^a from Various Origins**

Origin	Mode of transportation			Total
	Truck	Rail	Barge	
<i>thousands of bushels</i>				
Arkansas	101	0	0	101
Georgia	0	135	0	135
Kentucky	0	0	148	148
Mississippi	55	0	0	55
Total interstate	156	135	148	439

Wheat Shipments^b to Various Destinations

	Mode of transportation			
Destination	Truck	Rail	Barge	Total
<i>thousands of bushels</i>				
Georgia	0	0	5,063	5,063
Mississippi	153	0	0	153
Missouri	0	0	51	51
Texas	101	0	0	101
Louisiana Gulf	157	0	2,886	3,043
Total interstate	411	0	8,000	8,411
Intrastate	3,408	129	0	3,537
Total	3,819	129	8,000	11,948

^a Receipts at ports are not included.^b Shipments to ports are treated as separate destinations.**Table A-16. Mississippi, 1983****Wheat Receipts^a from Various Origins**

Origin	Mode of transportation			Total
	Truck	Rail	Barge	
<i>thousands of bushels</i>				
Alabama	33	371	45	449
Arkansas	2,893	0	0	2,893
Kentucky	307	115	93	515
Louisiana	153	0	0	153
Total interstate	3,386	486	138	4,010

Wheat Shipments^b to Various Destinations

	Mode of transportation			
Destination	Truck	Rail	Barge	Total
<i>thousands of bushels</i>				
Arkansas	288	0	0	288
Louisiana	55	0	0	55
Tennessee	354	556	0	910
Eastern Gulf	1,668	544	0	2,212
Louisiana Gulf	4,876	663	9,583	15,122
Total Interstate	7,241	1,763	9,583	18,587
Intrastate	957	413	159	1,529
Total	8,198	2,176	9,742	20,116

^a Receipts at ports are not included.^b Shipments to ports are treated as separate destinations.

Table A-17. Ohio, 1983

Wheat Receipts^a from Various Origins

Origin	Mode of transportation			Total
	Truck	Rail	Barge	
<i>thousands of bushels</i>				
Indiana	4,055	1,158	0	5,213
Kansas	0	765	0	765
Kentucky	230	98	0	328
Michigan	7,392	1,240	0	8,632
Minnesota	0	1,335	2,432	3,767
New York	9	0	0	9
North Dakota	0	1,785	0	1,785
Pennsylvania	23	0	0	23
South Dakota	0	152	0	152
West Virginia	0	71	0	71
Total interstate	11,709	6,604	2,432	20,745

Wheat Shipments^b to Various Destinations

	Mode of transportation			
Destination	Truck	Rail	Barge	Total
<i>thousands of bushels</i>				
Georgia	0	242	0	242
Illinois	0	765	0	765
Kentucky	530	0	0	530
Michigan	1,575	198	0	1,773
New York	29	951	702	1,682
North Carolina	0	848	0	848
Pennsylvania	140	4,464	0	4,604
South Carolina	0	287	0	287
Tennessee	960	2,674	738	4,372
Virginia	0	1,572	0	1,572
Washington	0	316	0	316
Chicago/Duluth	220	0	0	220
Toledo	443	519	0	962
North Atlantic	0	456	0	456
South Atlantic	0	9,193	0	9,193
Louisiana Gulf	0	0	4,022	4,022
Total interstate	3,897	22,485	5,462	31,844
Intrastate	27,871	8,244	0	36,115
Total	31,768	30,729	5,462	67,959

^a Receipts at ports are not included.

^b Shipments to ports are treated as separate destinations.

Table A-18. Tennessee, 1983

Wheat Receipts^a from Various Origins

Origin	Mode of transportation			Total
	Truck	Rail	Barge	
thousands of bushels				
Alabama	1,322	0	902	2,224
Arkansas	9,580	0	0	9,580
Georgia	12	161	0	173
Illinois	0	330	561	891
Indiana	854	2,524	663	4,041
Iowa	0	0	55	55
Kansas	0	0	46	46
Kentucky	2,904	1,045	1,946	5,895
Minnesota	0	794	13,021	13,815
Mississippi	354	556	0	910
Missouri	0	1,066	3,033	4,099
Nebraska	0	0	88	88
Ohio	960	2,674	738	4,372
Oklahoma	0	0	1,629	1,629
South Carolina	0	362	0	362
Total interstate	15,986	9,512	22,682	48,180

Wheat Shipments^b to Various Destinations

	Mode of transportation			
Destination	Truck	Rail	Barge	Total
<i>thousands of bushels</i>				
Alabama	210	0	215	425
Florida	0	3,428	0	3,428
Georgia	4	458	0	462
Illinois	0	0	50	50
Indiana	0	165	0	165
Kentucky	200	0	0	200
North Carolina	0	3,325	0	3,325
South Carolina	0	116	0	116
Virginia	0	201	0	201
South Atlantic	0	2,000	0	2,000
Louisiana Gulf	0	0	17,779	17,779
Total interstate	414	9,693	18,044	28,151
Intrastate	10,117	1,447	198	11,762
Total	10,531	11,140	18,242	39,913

^a Receipts at ports are not included.

^b Shipments to ports are treated as separate destinations.

Appendix B

1982 Receipts and Shipments of
Wheat by State for All States
(Rail and Barge only)

Table B-1. Alabama, 1982

Wheat Receipts^a from Various Origins

	Mode of transportation		
Origin	Rail	Barge	Total
	<i>thousands of bushels</i>		
Arkansas	0	226	226
Florida	0	244	244
Georgia	0	204	204
Illinois	0	100	100
Kentucky	0	119	119
Minnesota	0	1,539	1,539
Missouri	0	143	143
Ohio	11	49	60
Oklahoma	0	2,447	2,447
Tennessee	303	0	303
Total interstate	314	5,071	5,385

Wheat Shipments^b to Various Destinations

	Mode of transportation		
Destination	Rail	Barge	Total
	<i>thousands of bushels</i>		
Georgia	131	0	131
Illinois	0	280	280
Indiana	0	93	93
Mississippi	170	51	221
Tennessee	387	1,080	1,467
Eastern Gulf	1,026	0	1,026
Louisiana Gulf	259	3,633	3,892
Total interstate	1,973	5,137	7,110
Intrastate	2,732	4,897	7,629
Total	4,705	10,034	14,739

^a Receipts at ports are not included.

^b Shipments to ports are treated as separate destinations.

Table B-2. Arizona, 1982**Wheat Receipts^a from Various Origins**

	Mode of transportation		
Origin	Rail	Barge	Total
	<i>thousands of bushels</i>		
Kansas	993	0	993
Total interstate	993	0	993

Wheat Shipments^b to Various Destinations

	Mode of transportation		
Destination	Rail	Barge	Total
	<i>thousands of bushels</i>		
Texas Gulf	643	0	643
California Ports	6,753	0	6,753
Total Interstate	7,396	0	7,396
Intrastate	340	0	340
Total	7,736	0	7,736

^a Receipts at ports are not included.

^b Shipments to ports are treated as separate destinations.

Table B-3. Arkansas, 1982**Wheat Shipments^a to Various Destinations**

	Mode of transportation		
Destination	Rail	Barge	Total
	<i>thousands of bushels</i>		
Alabama	0	226	226
Louisiana	0	86	86
Eastern Gulf	0	48	48
Louisiana Gulf	0	42,000	42,000
Texas Gulf	992	298	1,290
Total interstate	992	42,658	43,650
Intrastate	1,083	215	1,298
Total	2,075	42,873	44,948

^a Shipments to ports are treated as separate destinations.

Table B-4. California, 1982**Wheat Receipts^a from Various Origins**

Origin	Mode of transportation		Total
	Rail	Barge	
	<i>thousands of bushels</i>		
Nevada	320	0	320
New Mexico	317	0	317
Texas	296	0	296
Utah	315	0	315
Total interstate	1,248	0	1,248

Wheat Shipments^b to Various Destinations

	Mode of transportation		
Destination	Rail	Barge	Total
	<i>thousands of bushels</i>		
Pacific Northwest	1,290	0	1,290
California Ports	10,000	0	10,000
Total interstate	11,290	0	11,290
Intrastate	3,643	0	3,643
Total	14,933	0	14,933

^a Receipts at ports are not included.

^b Shipments to ports are treated as separate destinations.

Table B-5. Colorado, 1982

Wheat Receipts^a from Various Origins

Origin	Mode of transportation		Total
	Rail	Barge	
<i>thousands of bushels</i>			
Kansas	1,309	0	1,309
Nebraska	6,421	0	6,421
Utah	330	0	330
Wyoming	978	0	978
Total interstate	9,038	0	9,038

Wheat Shipments^b to Various Destinations

	Mode of transportation		
Destination	Rail	Barge	Total
	<i>thousands of bushels</i>		
Kansas	6,540	0	6,540
Missouri	764	0	764
Nebraska	2,963	0	2,963
Oklahoma	333	0	333
Oregon	280	0	280
Texas	5,011	0	5,011
Utah	970	0	970
Washington	778	0	778
Texas Gulf	20,000	0	20,000
Pacific Northwest	11,000	0	11,000
Total interstate	48,639	0	48,639
Intrastate	1,599	0	1,599
Total	50,238	0	50,238

^a Receipts at ports are not included.

^b Shipments to ports are treated as separate destinations.

Table B-6. Delaware, 1982

Wheat Shipments^a to Various Destinations

	Mode of transportation		
Destination	Rail	Barge	Total
	<i>thousands of bushels</i>		
South Atlantic	0	543	543
Total interstate	0	543	543
Total	0	543	543

^a Shipments to ports are treated as separate destinations.

Table B-7. Florida, 1982

Wheat Receipts^a from Various Origins

Origin	Mode of transportation		Total
	Rail	Barge	
	<i>thousands of bushels</i>		
Georgia	939	0	939
Missouri	200	0	200
Nebraska	280	0	280
North Carolina	120	0	120
Ohio	12	0	12
South Carolina	114	0	114
Tennessee	4,100	0	4,100
Total interstate	5,765	0	5,765

Wheat Shipments^b to Various Destinations

	Mode of transportation		
Destination	Rail	Barge	Total
	<i>thousands of bushels</i>		
Alabama	244	0	244
Georgia	505	0	505
Mississippi	384	0	384
Total interstate	1,133	0	1,133
Intrastate ^c			
Total	1,133	0	1,133

^a Receipts at ports are not included.

^b Shipments to ports are treated as separate destinations.

^c Intrastate shipments were not recorded.

Table B-8. Georgia, 1982

Wheat Receipts^a from Various Origins

Origin	Mode of transportation		Total
	Rail	Barge	
	<i>thousands of bushels</i>		
Alabama	131	0	131
Florida	505	0	505
Illinois	2,993	0	2,993
Indiana	2,630	0	2,630
Kansas	199	0	199
Kentucky	880	0	880
Louisiana	0	4,529	4,529
Ohio	518	0	518
Oklahoma	0	87	87
Tennessee	209	0	209
Total interstate	8,065	4,616	12,681

Wheat Shipments^b to Various Destinations

	Mode of transportation		
Destination	Rail	Barge	Total
	<i>thousands of bushels</i>		
Alabama	204	0	204
Florida	939	0	939
Louisiana	120	0	120
Mississippi	2,534	0	2,534
North Carolina	397	0	397
South Carolina	207	0	207
Tennessee	239	0	239
Virginia	118	0	118
South Atlantic	9,748	0	9,748
Eastern Gulf	409	472	881
Total interstate	14,915	472	15,387
Intrastate	5,285	0	5,285
Total	20,200	472	20,672

^a Receipts at ports are not included.

^b Shipments to ports are treated as separate destinations.

Table B-9. Idaho, 1982

Wheat Shipments^a to Various Destinations

	Mode of transportation		
Destination	Rail	Barge	Total
	<i>thousands of bushels</i>		
Oregon	4,967	4,335	9,302
Utah	5,052	0	5,052
Washington	1,430	3,655	5,085
Pacific Northwest	30,000	27,000	57,000
California Ports	481	0	481
Total Interstate	41,930	34,990	76,920
Intrastate	118	0	118
Total	42,048	34,990	77,038

^a Shipments to ports are treated as separate destinations.

Table B-10. Illinois, 1982**Wheat Receipts^a from Various Origins**

Origin	Mode of transportation		Total
	Rail	Barge	
<i>thousands of bushels</i>			
Alabama	0	280	280
Indiana	4,353	51	4,404
Iowa	190	394	584
Kansas	3,160	0	3,160
Kentucky	0	301	301
Minnesota	3,775	3,481	7,256
Missouri	413	1,376	1,789
Nebraska	1,785	0	1,785
North Dakota	327	0	327
Ohio	1,218	0	1,218
Tennessee	0	266	266

Total interstate	15,221	6,149	21,370
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Wheat Shipments^b to Various Destinations

	Mode of transportation		
Destination	Rail	Barge	Total
	<i>thousands of bushels</i>		
Alabama	0	100	100
Georgia	2,993	0	2,993
Indiana	3,470	0	3,470
Iowa	0	48	48
Minnesota	533	0	533
Mississippi	167	0	167
Missouri	460	197	657
New Jersey	67	0	67
North Carolina	218	0	218
Oklahoma	0	56	56
Tennessee	118	621	739
Wisconsin	773	0	773
Chicago/Duluth	67	0	67
Eastern Gulf	1,503	96	1,599
Louisiana Gulf	3,981	26,807	30,788
Texas Gulf	0	274	274

Total interstate	14,350	28,199	42,549
Intrastate	990	2,105	3,095

Total	15,340	30,304	45,644
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^a Receipts at ports are not included.^b Shipments to ports are treated as separate destinations.**Table B-11. Indiana, 1982****Wheat Receipts^a from Various Origins**

Origin	Mode of transportation		Total
	Rail	Barge	
	<i>thousands of bushels</i>		
Alabama	0	93	93
Illinois	3,470	0	3,470
Kansas	398	0	398
Kentucky	1,581	157	1,738
Minnesota	2,501	865	3,366
Missouri	1,988	3,099	5,087
Tennessee	398	97	495
Total interstate	10,336	4,311	14,647

Wheat Shipments^b to Various Destinations

	Mode of transportation		
Destination	Rail	Barge	Total
	<i>thousands of bushels</i>		
Georgia	2,630	0	2,630
Illinois	4,353	51	4,404
Kentucky	54	0	54
Missouri	665	0	665
North Carolina	231	0	231
Ohio	267	0	267
Pennsylvania	1,808	0	1,808
Tennessee	3,885	48	3,933
Virginia	3,451	0	3,451
Chicago/Duluth	900	0	900
South Atlantic	6,090	0	6,090
Eastern Gulf	0	51	51
Louisiana Gulf	0	18,702	18,702
Texas Gulf	0	48	48
Total interstate	24,334	18,900	43,234
Intrastate	2,921	0	2,921
Total	27,255	18,900	46,155

^a Receipts at ports are not included.^b Shipments to ports are treated as separate destinations.

Table B-12. Iowa, 1982

Wheat Receipts^a from Various Origins

Origin	Mode of transportation		Total
	Rail	Barge	
	<i>thousands of bushels</i>		
Illinois	0	48	48
Kansas	401	0	401
Michigan	653	0	653
Minnesota	2,403	0	2,403
Missouri	2,263	0	2,263
Nebraska	2,119	0	2,119
North Dakota	1,670	0	1,670
Total interstate	9,509	48	9,557

Wheat Shipments^b to Various Destinations

	Mode of transportation		
Destination	Rail	Barge	Total
	<i>thousands of bushels</i>		
Illinois	190	394	584
Tennessee	0	55	55
Louisiana Gulf	0	1,153	1,153
Texas Gulf	0	46	46
Total interstate	190	1,648	1,838
Intrastate	253	0	253
Total	443	1,648	2,091

^a Receipts at ports are not included.

^b Shipments to ports are treated as separate destinations.

Table B-13. Kansas, 1982

Wheat Receipts^a from Various Origins

Origin	Mode of transportation		Total
	Rail	Barge	
<i>thousands of bushels</i>			
Colorado	6,540	0	6,540
Missouri	2,693	0	2,693
Nebraska	8,848	0	8,848
North Dakota	264	0	264
Oklahoma	5,706	0	5,706
South Dakota	269	0	269
Wyoming	1,475	0	1,475
Total interstate	25,795	0	25,795

Wheat Shipments^b to Various Destinations

	Mode of transportation		
Destination	Rail	Barge	Total
	<i>thousands of bushels</i>		
Arizona	993	0	993
Colorado	1,309	0	1,309
Georgia	199	0	199
Illinois	3,160	0	3,160
Indiana	398	0	398
Iowa	401	0	401
Mississippi	34	0	34
Missouri	32,030	262	32,292
Nebraska	5,247	0	5,247
North Carolina	1,478	0	1,478
Ohio	765	0	765
Oklahoma	24,631	0	24,631
Oregon	198	0	198
Tennessee	2,025	171	2,196
Texas	65,899	0	65,899
Virginia	604	0	604
Eastern Gulf	3,300	0	3,300
Louisiana Gulf	383	2,089	2,472
Texas Gulf	100,000	218	100,218
Total interstate	243,054	2,740	245,794
Intrastate	173,809	0	173,809
Total	416,863	2,740	419,603

^a Receipts at ports are not included.

^b Shipments to ports are treated as separate destinations.

Table B-14. Kentucky, 1982

Wheat Receipts^a from Various Origins

Origin	Mode of transportation		Total
	Rail	Barge	
	<i>thousands of bushels</i>		
Indiana	54	0	54
Minnesota	0	606	606
Ohio	0	23	23
Tennessee	117	0	117
Total interstate	171	629	800

Wheat Shipments^b to Various Destinations

	Mode of transportation		
Destination	Rail	Barge	Total
	<i>thousands of bushels</i>		
Alabama	0	119	119
Georgia	880	0	880
Illinois	0	301	301
Indiana	1,581	157	1,738
Mississippi	104	109	213
Missouri	56	259	315
Tennessee	1,737	2,471	4,208
Eastern Gulf	469	0	469
Louisiana Gulf	0	8,251	8,251
Texas Gulf	0	108	108
Total interstate	4,827	11,775	16,602
Total	4,827	11,775	16,602

^a Receipts at ports are not included.

^b Shipments to ports are treated as separate destinations.

Table B-15. Louisiana, 1982

Wheat Receipts^a from Various Origins

Origin	Mode of transportation		Total
	Rail	Barge	
	<i>thousands of bushels</i>		
Arkansas	0	86	86
Georgia	120	0	120
Oklahoma	0	416	416
Total interstate	120	502	622

Wheat Shipments^b to Various Destinations

	Mode of transportation		
Destination	Rail	Barge	Total
	<i>thousands of bushels</i>		
Georgia	0	4,529	4,529
Minnesota	0	54	54
Mississippi	0	183	183
Missouri	0	46	46
Tennessee	0	59	59
Louisiana Gulf	0	9,866	9,866
Total interstate	0	14,737	14,737
Intrastate ^c			
Total	0	14,737	14,737

^a Receipts at ports are not included.

^b Shipments to ports are treated as separate destinations.

^c Intrastate shipments were not recorded.

Table B-16. Maryland, 1982

Wheat Receipts^a from Various Origins

Origin	Mode of transportation		Total
	Rail	Barge	
	<i>thousands of bushels</i>		
Ohio	660	0	660
Total interstate	660	0	660

Wheat Shipments^b to Various Destinations

Destination	Mode of transportation		Total
	Rail	Barge	
	<i>thousands of bushels</i>		
New York	890	0	890
Total interstate	890	0	890
Intrastate ^c			
Total	890	0	890

^a Receipts at ports are not included.

^b Shipments to ports are treated as separate destinations.

^c Intrastate shipments were not recorded.

Table B-17. Michigan, 1982

Wheat Receipts^a from Various Origins

Origin	Mode of transportation		Total
	Rail	Barge	
	<i>thousands of bushels</i>		
Ohio	660	0	660
Total interstate	660	0	660

Wheat Shipments^b to Various Destinations

Destination	Mode of transportation		Total
	Rail	Barge	
	<i>thousands of bushels</i>		
Iowa	653	0	653
New Jersey	333	0	333
New York	121	0	121
Ohio	660	0	660
Chicago/Duluth	393	0	393
Saginaw	333	0	333
Total interstate	2,493	0	2,493
Intrastate ^c			
Total	2,493	0	2,493

^a Receipts at ports are not included.

^b Shipments to ports are treated as separate destinations.

^c Intrastate shipments were not recorded.

Table B-18. Minnesota, 1982**Wheat Receipts^a from Various Origins**

Origin	Mode of transportation		Total
	Rail	Barge	
<i>thousands of bushels</i>			
Illinois	533	0	533
Louisiana	0	54	54
Missouri	0	96	96
Montana	1,101	0	1,101
North Dakota	42,864	0	42,864
South Dakota	7,495	0	7,495
Total interstate	51,993	150	52,143

Wheat Shipments^b to Various Destinations

	Mode of transportation		
Destination	Rail	Barge	Total
	<i>thousands of bushels</i>		
Alabama	0	1,539	1,539
Illinois	3,775	3,481	7,256
Indiana	2,501	865	3,366
Iowa	2,403	0	2,403
Kentucky	0	606	606
Missouri	1,332	1,191	2,523
New Jersey	833	0	833
New York	9,170	20,831	30,001
North Carolina	528	0	528
North Dakota	881	0	881
Ohio	0	1,864	1,864
Pennsylvania	2,132	0	2,132
Tennessee	0	8,868	8,868
Texas	0	50	50
Virginia	102	0	102
Wisconsin	10,627	0	10,627
Chicago/Duluth	7,299	0	7,299
Saginaw	330	0	330
North Atlantic	2,000	0	2,000
South Atlantic	900	0	900
Eastern Gulf	0	150	150
Louisiana Gulf	1,250	58,779	60,029
Total interstate	46,063	98,224	144,287
Intrastate	30,000	784	30,784
Total	76,063	99,008	175,071

^a Receipts at ports are not included.^b Shipments to ports are treated as separate destinations.**Table B-19. Mississippi, 1982****Wheat Receipts^a from Various Origins**

Origin	Mode of transportation		Total
	Rail	Barge	
	<i>thousands of bushels</i>		
Alabama	170	51	221
Florida	384	0	384
Georgia	2,534	0	2,534
Illinois	167	0	167
Kansas	34	0	34
Kentucky	104	109	213
Louisiana	0	183	183
Total interstate	3,393	343	3,736

Wheat Shipments^b to Various Destinations

	Mode of transportation		
Destination	Rail	Barge	Total
	<i>thousands of bushels</i>		
Tennessee	728	0	728
Eastern Gulf	3,260	0	3,260
Louisiana Gulf	663	20,178	20,841
Texas Gulf	0	286	286
Total interstate	4,651	20,464	25,115
Intrastate	3,099	118	3,217
Total	7,750	20,582	28,332

^a Receipts at ports are not included.^b Shipments to ports are treated as separate destinations.

Table B-20. Missouri, 1982

Wheat Receipts^a from Various Origins

Origin	Mode of transportation		Total
	Rail	Barge	
	<i>thousands of bushels</i>		
Colorado	764	0	764
Illinois	460	197	657
Indiana	665	0	665
Kansas	32,030	262	32,292
Kentucky	56	259	315
Louisiana	0	46	46
Minnesota	1,332	1,191	2,523
Nebraska	10,265	0	10,265
North Dakota	1,687	0	1,687
Oklahoma	132	0	132
Tennessee	0	42	42
Wyoming	601	0	601
Total interstate	47,992	1,997	49,989

Wheat Shipments^b to Various Destinations

	Mode of transportation		
Destination	Rail	Barge	Total
	<i>thousands of bushels</i>		
Alabama	0	143	143
Florida	200	0	200
Illinois	413	1,376	1,789
Indiana	1,988	3,099	5,087
Iowa	2,263	0	2,263
Kansas	2,693	0	2,693
Minnesota	0	96	96
New York	1,003	0	1,003
North Carolina	7,927	0	7,927
Ohio	133	0	133
Oklahoma	1,171	0	1,171
Tennessee	2,533	8,444	10,977
Texas	5,403	0	5,403
Virginia	377	0	377
South Atlantic	4,000	0	4,000
Eastern Gulf	0	457	457
Louisiana Gulf	6,090	64,024	70,114
Texas Gulf	17,000	458	17,458
Total interstate	53,194	78,097	131,291
Intrastate	5,769	150	5,919
Total	58,963	78,247	137,210

^a Receipts at ports are not included.

^b Shipments to ports are treated as separate destinations.

Table B-21. Montana, 1982

Wheat Shipments^a to Various Destinations

	Mode of transportation		
Destination	Rail	Barge	Total
<i>thousands of bushels</i>			
Minnesota	1,101	0	1,101
Oregon	9,780	0	9,780
Washington	15,011	0	15,011
Pacific Northwest	80,000	0	80,000
Total interstate	105,892	0	105,892
Intrastate	1,667	0	1,667
Total	107,559	0	107,559

^a Shipments to ports are treated as separate destinations.

Table B-22. Nebraska, 1982

Wheat Receipts^a from Various Origins

Origin	Mode of transportation		Total
	Rail	Barge	
<i>thousands of bushels</i>			
Colorado	2,963	0	2,963
Kansas	5,247	0	5,247
North Dakota	123	0	123
South Dakota	1,032	0	1,032
Wyoming	1,084	0	1,084
Total interstate	10,449	0	10,449

Wheat Shipments^b to Various Destinations

	Mode of transportation		
Destination	Rail	Barge	Total
	<i>thousands of bushels</i>		
Colorado	6,421	0	6,421
Florida	280	0	280
Illinois	1,785	0	1,785
Iowa	2,119	0	2,119
Kansas	8,848	0	8,848
Missouri	10,265	0	10,265
North Carolina	936	0	936
Oregon	112	0	112
Pennsylvania	2,127	0	2,127
Texas	6,359	0	6,359
Virginia	200	0	200
Washington	101	0	101
Louisiana Gulf	0	264	264
Texas Gulf	50,000	0	50,000
Pacific Northwest	5,000	0	5,000
Total interstate	94,553	264	94,817
Intrastate	20,805	0	20,805
Total	115,358	264	115,622

^a Receipts at ports are not included.

^b Shipments to ports are treated as separate destinations.

Table B-23. Nevada, 1982**Wheat Receipts^a from Various Origins**

Origin	Mode of transportation		Total
	Rail	Barge	
	<i>thousands of bushels</i>		
Utah	317	0	317
Total interstate	317	0	317

Wheat Shipments^b to Various Destinations

Destination	Mode of transportation		Total
	Rail	Barge	
	<i>thousands of bushels</i>		
California	320	0	320
California Ports	320	0	320
Total interstate	640	0	640
Intrastate ^c			
Total	640	0	640

^a Receipts at ports are not included.^b Shipments to ports are treated as separate destinations.^c Intrastate shipments were not recorded.**Table B-24. New Jersey, 1982****Wheat Receipts^a from Various Origins**

Origin	Mode of transportation		Total
	Rail	Barge	
	<i>thousands of bushels</i>		
Illinois	67	0	67
Michigan	333	0	333
Minnesota	833	0	833
Ohio	167	0	167
Wyoming	0	0	0
Total interstate	1,400	0	1,400

^a Receipts at ports are not included.**Table B-25. New Mexico, 1982****Wheat Shipments^a to Various Destinations**

Destination	Mode of transportation		Total
	Rail	Barge	
	<i>thousands of bushels</i>		
California	317	0	317
Texas	4,014	0	4,014
California Ports	317	0	317
Total interstate	4,648	0	4,648
Intrastate ^b			
Total	4,648	0	4,648

^a Shipments to ports are treated as separate destinations.^b Intrastate shipments were not recorded.

Table B-26. New York, 1982

Wheat Receipts^a from Various Origins

Origin	Mode of transportation		Total
	Rail	Barge	
<i>thousands of bushels</i>			
Maryland	890	0	890
Michigan	121	0	121
Minnesota	9,170	20,831	30,001
Missouri	1,003	0	1,003
Ohio	2,560	507	3,067
Wisconsin	0	22,003	22,003
Total interstate	13,744	43,341	57,085

Wheat Shipments^b to Various Destinations

	Mode of transportation		
Destination	Rail	Barge	Total
	<i>thousands of bushels</i>		
North Atlantic	761	0	761
Total interstate	761	0	761
Intrastate ^c			
Total	761	0	761

^a Receipts at ports are not included.

^b Shipments to ports are treated as separate destinations.

^c Intrastate shipments were not recorded.

Table B-27. North Carolina, 1982

Wheat Receipts^a from Various Origins

	Mode of transportation		
Origin	Rail	Barge	Total
	<i>thousands of bushels</i>		
Georgia	397	0	397
Illinois	218	0	218
Indiana	231	0	231
Kansas	1,478	0	1,478
Minnesota	528	0	528
Missouri	7,927	0	7,927
Nebraska	936	0	936
North Dakota	67	0	67
Ohio	1,579	0	1,579
South Carolina	484	0	484
Tennessee	3,009	0	3,009
Virginia	349	0	349
Total interstate	17,203	0	17,203

Wheat Shipments^b to Various Destinations

	Mode of transportation		
Destination	Rail	Barge	Total
	<i>thousands of bushels</i>		
Florida	120	0	120
South Carolina	125	0	125
Tennessee	596	0	596
Virginia	1,937	989	2,926
South Atlantic	6,000	0	6,000
Total interstate	8,778	989	9,767
Intrastate	1,395	0	1,395
Total	10,173	989	11,162

^a Receipts at ports are not included.

^b Shipments to ports are treated as separate destinations.

Table B-28. North Dakota, 1982

Wheat Receipts^a from Various Origins

	Mode of transportation		
Origin	Rail	Barge	Total
	<i>thousands of bushels</i>		
Minnesota	881	0	881
Total interstate	881	0	881

Wheat Shipments^b to Various Destinations

	Mode of transportation		
Destination	Rail	Barge	Total
	<i>thousands of bushels</i>		
Illinois	327	0	327
Iowa	1,670	0	1,670
Kansas	264	0	264
Minnesota	42,864	0	42,864
Missouri	1,687	0	1,687
Nebraska	123	0	123
North Carolina	67	0	67
Ohio	1,785	0	1,785
Oregon	112	0	112
Virginia	788	0	788
Washington	325	0	325
Wisconsin	47,065	0	47,065
Chicago/Duluth	44,800	0	44,800
Pacific Northwest	15,000	0	15,000
Total interstate	156,877	0	156,877
Intrastate	6,483	0	6,483
Total	163,360	0	163,360

^a Receipts at ports are not included.

^b Shipments to ports are treated as separate destinations.

Table B-29. Ohio, 1982

Wheat Receipts^a from Various Origins

	Mode of transportation		
Origin	Rail	Barge	Total
	<i>thousands of bushels</i>		
Indiana	267	0	267
Kansas	765	0	765
Michigan	660	0	660
Minnesota	0	1,864	1,864
Missouri	133	0	133
North Dakota	1,785	0	1,785
South Dakota	607	0	607
West Virginia	53	0	53
Wisconsin	500	655	1,155
Total interstate	4,770	2,519	7,289

Wheat Shipments^b to Various Destinations

	Mode of transportation		
Destination	Rail	Barge	Total
	<i>thousands of bushels</i>		
Alabama	11	49	60
Florida	12	0	12
Georgia	518	0	518
Illinois	1,218	0	1,218
Kentucky	0	23	23
Maryland	660	0	660
Michigan	660	0	660
New Jersey	167	0	167
New York	2,560	507	3,067
North Carolina	1,579	0	1,579
Pennsylvania	1,511	0	1,511
South Carolina	10	0	10
Tennessee	1,399	0	1,399
Virginia	277	0	277
Toledo	1,166	0	1,166
North Atlantic	305	0	305
South Atlantic	26,346	0	26,346
Eastern Gulf	648	0	648
Louisiana Gulf	0	2,286	2,286
Texas Gulf	0	47	47
Total interstate	39,047	2,912	41,959
Intrastate ^c			
Total	39,047	2,912	41,959

^a Receipts at ports are not included.

^b Shipments to ports are treated as separate destinations.

^c Intrastate shipments were not recorded.

Table B-30. Oklahoma, 1982

Wheat Receipts^a from Various Origins

Origin	Mode of transportation		Total
	Rail	Barge	
<i>thousands of bushels</i>			
Colorado	333	0	333
Illinois	0	56	56
Kansas	24,631	0	24,631
Missouri	1,171	0	1,171
Texas	3,656	0	3,656
Total interstate	29,791	56	29,847

Wheat Shipments^b to Various Destinations

	Mode of transportation		
Destination	Rail	Barge	Total
	<i>thousands of bushels</i>		
Alabama	0	2,447	2,447
Georgia	0	87	87
Kansas	5,706	0	5,706
Louisiana	0	416	416
Missouri	132	0	132
Tennessee	0	2,251	2,251
Texas	25,701	0	25,701
Louisiana Gulf	0	12,000	12,000
Texas Gulf	100,000	100	100,100
Total interstate	131,539	17,301	148,840
Intrastate	35,313	0	35,313
Total	166,852	17,301	184,153

^a Receipts at ports are not included.

^b Shipments to ports are treated as separate destinations.

Table B-31. Oregon, 1982

Wheat Receipts^a from Various Origins

Origin	Mode of transportation		Total
	Rail	Barge	
	<i>thousands of bushels</i>		
Colorado	280	0	280
Idaho	4,967	4,335	9,302
Kansas	198	0	198
Montana	9,780	0	9,780
Nebraska	112	0	112
North Dakota	112	0	112
South Dakota	330	0	330
Utah	853	0	853
Washington	3,585	4,411	7,996
Wyoming	131	0	131
Total interstate	20,348	8,746	29,094

Wheat Shipments^b to Various Destinations

	Mode of transportation		
Destination	Rail	Barge	Total
	<i>thousands of bushels</i>		
Washington	5,188	0	5,188
Pacific Northwest	7,500	25,478	32,978
Total interstate	12,688	25,478	38,166
Intrastate	489	4,043	4,532
Total	13,177	29,521	42,698

^a Receipts at ports are not included.

^b Shipments to ports are treated as separate destinations.

Table B-32. Pennsylvania, 1982**Wheat Receipts^a from Various Origins**

Origin	Mode of transportation		Total
	Rail	Barge	
	<i>thousands of bushels</i>		
Indiana	1,808	0	1,808
Minnesota	2,132	0	2,132
Nebraska	2,127	0	2,127
Ohio	1,511	0	1,511
Wisconsin	3,328	0	3,328
Total interstate	10,906	0	10,906

^a Receipts at ports are not included.

Table B-33. South Carolina, 1982**Wheat Receipts^a from Various Origins**

	Mode of transportation		
Origin	Rail	Barge	Total
	<i>thousands of bushels</i>		
Georgia	207	0	207
North Carolina	125	0	125
Ohio	10	0	10
Total interstate	342	0	342

Wheat Shipments^b to Various Destinations

	Mode of transportation		
Destination	Rail	Barge	Total
	<i>thousands of bushels</i>		
Florida	114	0	114
North Carolina	484	0	484
Tennessee	159	0	159
Virginia	913	0	913
South Atlantic	2,121	0	2,121
California Ports	0	0	0
Total interstate	3,791	0	3,791
Intrastate	2,258	0	2,258
Total	6,049	0	6,049

^a Receipts at ports are not included.

^b Shipments to ports are treated as separate destinations.

Table B-34. South Dakota, 1982**Wheat Shipments^a to Various Destinations**

	Mode of transportation		
Destination	Rail	Barge	Total
	<i>thousands of bushels</i>		
Kansas	269	0	269
Minnesota	7,495	0	7,495
Nebraska	1,032	0	1,032
Ohio	607	0	607
Oregon	330	0	330
Washington	319	0	319
Wisconsin	344	0	344
Chicago/Duluth	23,000	0	23,000
Total interstate	33,396	0	33,396
Intrastate	753	0	753
Total	34,149	0	34,149

^a Shipments to ports are treated as separate destinations.

Table B-35. Tennessee, 1982**Wheat Receipts^a from Various Origins**

	Mode of transportation		
Origin	Rail	Barge	Total
	<i>thousands of bushels</i>		
Alabama	387	1,080	1,467
Georgia	239	0	239
Illinois	118	621	739
Indiana	3,885	48	3,933
Iowa	0	55	55
Kansas	2,025	171	2,196
Kentucky	1,737	2,471	4,208
Louisiana	0	59	59
Minnesota	0	8,868	8,868
Mississippi	728	0	728
Missouri	2,533	8,444	10,977
North Carolina	596	0	596
Ohio	1,399	0	1,399
Oklahoma	0	2,251	2,251
South Carolina	159	0	159
Wyoming	375	0	375
Total interstate	14,181	24,068	38,249

Wheat Shipments^b to Various Destinations

	Mode of transportation		
Destination	Rail	Barge	Total
	<i>thousands of bushels</i>		
Alabama	303	0	303
Florida	4,100	0	4,100
Georgia	209	0	209
Illinois	0	266	266
Indiana	398	97	495
Kentucky	117	0	117
Missouri	0	42	42
North Carolina	3,009	0	3,009
Virginia	1,648	0	1,648
South Atlantic	200	0	200
Louisiana Gulf	0	30,690	30,690
Texas Gulf	0	110	110
Total interstate	9,984	31,205	41,189
Intrastate	792	359	1,151
Total	10,776	31,564	42,340

^a Receipts at ports are not included.^b Shipments to ports are treated as separate destinations.**Table B-36. Texas, 1982****Wheat Receipts^a from Various Origins**

Origin	Mode of transportation		Total
	Rail	Barge	
<i>thousands of bushels</i>			
Colorado	5,011	0	5,011
Kansas	65,899	0	65,899
Minnesota	0	50	50
Missouri	5,403	0	5,403
Nebraska	6,359	0	6,359
New Mexico	4,014	0	4,014
Oklahoma	25,701	0	25,701
Total interstate	112,387	50	112,437

Wheat Shipments^b to Various Destinations

	Mode of transportation		
Destination	Rail	Barge	Total
	<i>thousands of bushels</i>		
California	296	0	296
Oklahoma	3,656	0	3,656
Louisiana Gulf	0	202	202
Texas Gulf	100,000	114	100,114
California Ports	4,000	0	4,000
Total interstate	107,952	316	108,268
Intrastate	62,318	0	62,318
Total	170,270	316	170,586

^a Receipts at ports are not included.^b Shipments to ports are treated as separate destinations.

Table B-37. Utah, 1982

Wheat Receipts^a from Various Origins

Origin	Mode of transportation		Total
	Rail	Barge	
	<i>thousands of bushels</i>		
Colorado	970	0	970
Idaho	5,052	0	5,052
Wyoming	821	0	821
Total interstate	6,843	0	6,843

Wheat Shipments^b to Various Destinations

	Mode of transportation		
Destination	Rail	Barge	Total
	<i>thousands of bushels</i>		
California	315	0	315
Colorado	330	0	330
Nevada	317	0	317
Oregon	853	0	853
Washington	135	0	135
California Ports	3,000	0	3,000
Total interstate	4,950	0	4,950
Intrastate	509	0	509
Total	5,459	0	5,459

^a Receipts at ports are not included.

^b Shipments to ports are treated as separate destinations.

Table B-38. Virginia, 1982

Wheat Receipts^a from Various Origins

Origin	Mode of transportation		Total
	Rail	Barge	
	<i>thousands of bushels</i>		
Georgia	118	0	118
Indiana	3,451	0	3,451
Kansas	604	0	604
Minnesota	102	0	102
Missouri	377	0	377
Nebraska	200	0	200
North Carolina	1,937	989	2,926
North Dakota	788	0	788
Ohio	277	0	277
South Carolina	913	0	913
Tennessee	1,648	0	1,648
Total interstate	10,415	989	11,404

Wheat Shipments^b to Various Destinations

	Mode of transportation		
Destination	Rail	Barge	Total
	<i>thousands of bushels</i>		
North Carolina	349	0	349
South Atlantic	267	1,222	1,489
Total Interstate	616	1,222	1,838
Intrastate ^c			
Total	616	1,222	1,838

^a Receipts at ports are not included.

^b Shipments to ports are treated as separate destinations.

^c Intrastate shipments were not recorded.

Table B-39. Washington, 1982

Wheat Receipts^a from Various Origins

	Mode of transportation		
Origin	Rail	Barge	Total
	<i>thousands of bushels</i>		
Colorado	778	0	778
Idaho	1,430	3,655	5,085
Montana	15,011	0	15,011
Nebraska	101	0	101
North Dakota	325	0	325
Oregon	5,188	0	5,188
South Dakota	319	0	319
Utah	135	0	135
Wisconsin	264	0	264
Total interstate	23,551	3,655	27,206

Wheat Shipments^b to Various Destinations

	Mode of transportation		
Destination	Rail	Barge	Total
	<i>thousands of bushels</i>		
Oregon	3,585	4,411	7,996
Pacific Northwest	44,000	105,000	149,000
Total interstate	47,585	109,411	156,996
Intrastate	4,216	822	5,038
Total	51,801	110,233	162,034

^a Receipts at ports are not included.

^b Shipments to ports are treated as separate destinations.

Table B-40. West Virginia, 1982

Wheat Shipments^a to Various Destinations

	Mode of transportation		
Destination	Rail	Barge	Total
	<i>thousands of bushels</i>		
Ohio	53	0	53
Total interstate	53	0	53
Intrastate ^b			
Total	53	0	53

^a Shipments to ports are treated as separate destinations.

^b Intrastate shipments were not recorded.

Table B-41. Wisconsin, 1982

Wheat Receipts^a from Various Origins

	Mode of transportation		
Origin	Rail	Barge	Total
	<i>thousands of bushels</i>		
Illinois	773	0	773
Minnesota	10,627	0	10,627
North Dakota	47,065	0	47,065
South Dakota	344	0	344
Total interstate	58,809	0	58,809

Wheat Shipments^b to Various Destinations

Destination	Mode of transportation		Total
	Rail	Barge	
	<i>thousands of bushels</i>		
New York	0	22,003	22,003
Ohio	500	655	1,155
Pennsylvania	3,328	0	3,328
Washington	264	0	264
Chicago/Duluth	2,354	0	2,354
North Atlantic	1,804	0	1,804
South Atlantic	987	0	987
Louisiana Gulf	3,413	0	3,413
Total interstate	12,650	22,658	35,308
Intrastate ^c			
Total	12,650	22,658	35,308

^a Receipts at ports are not included.

^b Shipments to ports are treated as separate destinations.

^c Intrastate shipments were not recorded.

Table B-42. Wyoming, 1982

Wheat Shipments^a to Various Destinations

	Mode of transportation		
Destination	Rail	Barge	Total
	<i>thousands of bushels</i>		
Colorado	978	0	978
Kansas	1,475	0	1,475
Missouri	601	0	601
Nebraska	1,084	0	1,084
Oregon	131	0	131
Tennessee	375	0	375
Utah	821	0	821
Pacific Northwest	1,164	0	1,164
Total Interstate	6,629	0	6,629
Intrastate ^b			
Total	6,629	0	6,629

^a Shipments to ports are treated as separate destinations.

^b Intrastate shipments were not recorded.

Table B-43. California Ports, 1982

Wheat Receipts from Various Origins

Origin	Mode of transportation		Total
	Rail	Barge	
<i>thousands of bushels</i>			
Arizona	6,753	0	6,753
California	10,000	0	10,000
Idaho	481	0	481
Nevada	320	0	320
New Mexico	317	0	317
Texas	4,000	0	4,000
Utah	3,000	0	3,000
Total Interstate	24,871	0	24,871

Table B-44. Chicago/Duluth Ports, 1982

Wheat Receipts from Various Origins

Origin	Mode of transportation		Total
	Rail	Barge	
	<i>thousands of bushels</i>		
Illinois	165	67	232
Indiana	0	900	900
Michigan	1,751	393	2,144
Minnesota	0	7,299	7,299
North Dakota	0	44,800	44,800
South Dakota	0	23,000	23,000
Wisconsin	773	2,354	3,127
Total interstate	2,689	78,813	81,502

Table B-45. Eastern Gulf Ports, 1982

Wheat Receipts from Various Origins

Origin	Mode of transportation		Total
	Rail	Barge	
	<i>thousands of bushels</i>		
Alabama	1,026	0	1,026
Arkansas	0	48	48
Georgia	409	472	881
Illinois	1,503	96	1,599
Indiana	0	51	51
Kansas	3,300	0	3,300
Kentucky	469	0	469
Minnesota	0	150	150
Mississippi	3,260	0	3,260
Missouri	0	457	457
Ohio	648	0	648
Total interstate	10,615	1,274	11,889

Table B-46. Louisiana Gulf Ports, 1982

Wheat Receipts from Various Origins

Origin	Mode of transportation		Total
	Rail	Barge	
	<i>thousands of bushels</i>		
Alabama	259	3,633	3,892
Arkansas	0	42,000	42,000
Illinois	3,981	26,807	30,788
Indiana	0	18,702	18,702
Iowa	0	1,153	1,153
Kansas	383	2,089	2,472
Kentucky	0	8,251	8,251
Louisiana	0	9,866	9,866
Minnesota	1,250	58,779	60,029
Mississippi	663	20,178	20,841
Missouri	6,090	64,024	70,114
Nebraska	0	264	264
Ohio	0	2,286	2,286
Oklahoma	0	12,000	12,000
Tennessee	0	30,690	30,690
Texas	0	202	202
Wisconsin	3,413	0	3,413
Total interstate	16,039	300,924	316,963

Table B-47. North Atlantic Ports, 1982

Wheat Receipts from Various Origins

Origin	Mode of transportation		Total
	Rail	Barge	
<i>thousands of bushels</i>			
Minnesota	2,000	0	2,000
New York	761	0	761
Ohio	305	0	305
Wisconsin	1,804	0	1,804
Total interstate	4,870	0	4,870

Table B-48. Pacific Northwest Ports, 1982

Wheat Receipts from Various Origins

Origin	Mode of transportation		Total
	Rail	Barge	
	<i>thousands of bushels</i>		
California	1,290	0	1,290
Colorado	11,000	0	11,000
Idaho	30,000	27,000	57,000
Montana	80,000	0	80,000
Nebraska	5,000	0	5,000
North Dakota	15,000	0	15,000
Oregon	7,500	25,478	32,978
Washington	44,000	105,000	149,000
Wyoming	1,164	0	1,164
Total Interstate	194,954	157,478	352,432

Table B-49. Saginaw Port Area, 1982

Wheat Receipts from Various Origins

Origin	Mode of transportation		Total
	Rail	Barge	
	<i>thousands of bushels</i>		
Michigan	333	0	333
Minnesota	330	0	330
Total Interstate	663	0	663

Table B-50. South Atlantic Ports, 1982

Wheat Receipts from Various Origins

Origin	Mode of transportation		Total
	Rail	Barge	
	<i>thousands of bushels</i>		
Delaware	0	543	543
Georgia	9,748	0	9,748
Indiana	6,090	0	6,090
Minnesota	900	0	900
Missouri	4,000	0	4,000
North Carolina	6,000	0	6,000
Ohio	26,346	0	26,346
South Carolina	2,121	0	2,121
Tennessee	200	0	200
Virginia	267	1,222	1,489
Wisconsin	987	0	987
Total Interstate	56,659	1,765	58,242

Table B-51. Texas Gulf Ports, 1982**Wheat Receipts from Various Origins**

Origin	Mode of transportation		Total
	Rail	Barge	
	<i>thousands of bushels</i>		
Arizona	643	0	643
Arkansas	992	298	1,290
Colorado	20,000	0	20,000
Illinois	0	274	274
Indiana	0	48	48
Iowa	0	46	46
Kansas	100,000	218	100,218
Kentucky	0	108	108
Mississippi	0	286	286
Missouri	17,000	458	17,458
Nebraska	50,000	0	50,000
Ohio	0	47	47
Oklahoma	100,000	100	100,100
Tennessee	0	110	110
Texas	100,000	114	100,114
Total interstate	388,635	2,107	390,742

Table B-52. Toledo Port Area, 1982**Wheat Receipts from Various Origins**

	Mode of transportation		
Origin	Rail	Barge	Total
<i>thousands of bushels</i>			
Ohio	1,166	0	1,166
Total interstate	1,166	0	1,166

Appendix C

1983 Receipts and Shipments of Wheat by State for All States (Rail and Barge only)

Table C-1. Alabama, 1983

Wheat Receipts^a from Various Origins

Origin	Mode of transportation		Total
	Rail	Barge	
<i>thousands of bushels</i>			
Arkansas	0	146	146
Illinois	0	212	212
Iowa	0	46	46
Kentucky	43	168	211
Minnesota	0	1,297	1,297
Oklahoma	0	2,734	2,734
Tennessee	0	215	215
Total interstate	43	4,818	4,861

Wheat Shipments^b to Various Destinations

	Mode of transportation		
Destination	Rail	Barge	Total
<i>thousands of bushels</i>			
Georgia	1,795	0	1,795
Mississippi	371	45	416
Tennessee	0	902	902
Eastern Gulf	117	0	117
Louisiana Gulf	0	2,788	2,788
Total interstate	2,283	3,735	6,018
Intrastate	122	2,646	2,768
Total	2,405	6,381	8,786

^a Receipts at ports are not included.

^b Shipments to ports are treated as separate destinations.

Table C-2. Arizona, 1983

Wheat Receipts^a from Various Origins

Origin	Mode of transportation		Total
	Rail	Barge	
	<i>thousands of bushels</i>		
Kansas	1,970	0	1,970
New Mexico	637	0	637
Oklahoma	197	0	197
Total interstate	2,804	0	2,804

Wheat Shipments^b to Various Destinations

Destination	Mode of transportation		Total
	Rail	Barge	
	<i>thousands of bushels</i>		
Texas Gulf	83	0	83
California Ports	3,617	0	3,617
Total interstate	3,700	0	3,700
Intrastate ^c			
Total	3,700	0	3,700

^a Receipts at ports are not included.

^b Shipments to ports are treated as separate destinations.

^c Intrastate shipments were not recorded.

Table C-3. Arkansas, 1983

Wheat Receipts^a from Various Origins

Origin	Mode of transportation		Total
	Rail	Barge	
	<i>thousands of bushels</i>		
Missouri	203	0	203
Texas	71	0	71
Total interstate	274	0	274

Wheat Shipments^b to Various Destinations

Destination	Mode of transportation		Total
	Rail	Barge	
	<i>thousands of bushels</i>		
Alabama	0	146	146
Eastern Gulf	0	146	146
Louisiana Gulf	0	32,602	32,602
Texas Gulf	0	141	141
Total interstate	0	33,035	33,035
Total	0	33,035	33,035

^a Receipts at ports are not included.

^b Shipments to ports are treated as separate destinations.

Table C-4. California, 1983

Wheat Receipts^a from Various Origins

Origin	Mode of transportation		Total
	Rail	Barge	
<i>thousands of bushels</i>			
Colorado	1,437	0	1,437
Idaho	543	0	543
Montana	594	0	594
Nevada	337	0	337
Oregon	317	0	317
Texas	914	0	914
Utah	453	0	453
Total interstate	4,595	0	4,595

Wheat Shipments^b to Various Destinations

	Mode of transportation		
Destination	Rail	Barge	Total
	<i>thousands of bushels</i>		
Texas Gulf	537	0	537
Pacific N.W.	253	0	253
California Ports	8,000	0	8,000
Total interstate	8,790	0	8,790
Intrastate	2,232	0	2,232
Total	11,022	0	11,022

^a Receipts at ports are not included.

^b Shipments to ports are treated as separate destinations.

Table C-5. Colorado, 1983

Wheat Receipts^a from Various Origins

Origin	Mode of transportation		Total
	Rail	Barge	
	<i>thousands of bushels</i>		
Kansas	1,451	0	1,451
Nebraska	6,054	0	6,054
Wyoming	264	0	264
Total interstate	7,769	0	7,769

Wheat Shipments^b to Various Destinations

	Mode of transportation		
Destination	Rail	Barge	Total
	<i>thousands of bushels</i>		
California	1,437	0	1,437
Kansas	10,087	0	10,087
Missouri	1,411	0	1,411
Nebraska	4,459	0	4,459
Oklahoma	663	0	663
Oregon	1,420	0	1,420
Texas	4,759	0	4,759
Utah	1,403	0	1,403
Washington	1,501	0	1,501
Texas Gulf	11,000	0	11,000
Pacific Northwest	17,000	0	17,000
Total interstate	55,140	0	55,140
Intrastate	2,860	0	2,860
Total	58,000	0	58,000

^a Receipts at ports are not included.

^b Shipments to ports are treated as separate destinations.

Table C-6. Delaware, 1983

Wheat Shipments^a to Various Destinations

	Mode of transportation		
Destination	Rail	Barge	Total
	<i>thousands of bushels</i>		
Pennsylvania	977	0	977
South Atlantic	0	101	101
Total interstate	977	101	1,078
Intrastate ^b			
Total	977	101	1,078

^a Shipments to ports are treated as separate destinations.

^b Intrastate shipments were not recorded.

Table C-7. Florida, 1983

Wheat Receipts^a from Various Origins

Origin	Mode of transportation		Total
	Rail	Barge	
<i>thousands of bushels</i>			
Georgia	2,010	0	2,010
Nebraska	200	0	200
South Carolina	227	0	227
Tennessee	3,428	0	3,428
Total interstate	5,865	0	5,865

^a Receipts at ports are not included.

Table C-8. Georgia, 1983

Wheat Receipts^a from Various Origins

	Mode of transportation		
Origin	Rail	Barge	Total
	<i>thousands of bushels</i>		
Alabama	1,795	0	1,795
Indiana	1,308	0	1,308
Kentucky	927	0	927
Louisiana	0	5,063	5,063
Ohio	242	0	242
Tennessee	458	0	458
Total interstate	4,730	5,063	9,793

Wheat Shipments^b to Various Destinations

	Mode of transportation		
Destination	Rail	Barge	Total
	<i>thousands of bushels</i>		
Florida	2,010	0	2,010
Louisiana	135	0	135
North Carolina	236	0	236
South Carolina	89	0	89
Tennessee	161	0	161
Virginia	322	0	322
South Atlantic	6,441	282	6,723
Louisiana Gulf	0	298	298
Total interstate	9,394	580	9,974
Intrastate	3,071	0	3,071
Total	12,465	580	13,045

^a Receipts at ports are not included.

^b Shipments to ports are treated as separate destinations.

Table C-9. Idaho, 1983

Wheat Shipments^a to Various Destinations

	Mode of transportation		
Destination	Rail	Barge	Total
	<i>thousands of bushels</i>		
California	543	0	543
Oregon	4,082	933	5,015
Utah	5,134	0	5,134
Washington	2,712	2,615	5,327
Pacific Northwest	32,000	32,000	64,000
California Ports	800	0	800
Total Interstate	45,271	35,548	80,819
Intrastate	1,165	0	1,165
Total	46,436	35,548	81,984

^a Shipments to ports are treated as separate destinations.

Table C-10. Illinois, 1983

Wheat Receipts^a from Various Origins

	Mode of transportation		
Origin	Rail	Barge	Total
	<i>thousands of bushels</i>		
Indiana	1,533	0	1,533
Kansas	1,003	0	1,003
Kentucky	0	101	101
Minnesota	4,000	3,723	7,723
Missouri	516	1,968	2,484
Nebraska	2,500	43	2,543
North Dakota	139	0	139
Ohio	765	0	765
Oklahoma	0	618	618
Tennessee	0	50	50
Total interstate	10,456	6,503	16,959

Wheat Shipments^b to Various Destinations

	Mode of transportation		
Destination	Rail	Barge	Total
	<i>thousands of bushels</i>		
Alabama	0	212	212
Indiana	1,364	0	1,364
Iowa	0	97	97
Kansas	132	0	132
Missouri	0	157	157
Oklahoma	0	201	201
Tennessee	330	561	891
Texas	1,627	0	1,627
Washington	472	0	472
Chicago/Duluth	88	0	88
South Atlantic	400	0	400
Eastern Gulf	137	0	137
Louisiana Gulf	1,722	26,966	28,688
Texas Gulf	0	196	196
Total interstate	6,272	28,390	34,662
Intrastate	2,221	1,857	4,078
Total	8,493	30,247	38,740

^a Receipts at ports are not included.

^b Shipments to ports are treated as separate destinations.

Table C-11. Indiana, 1983**Wheat Receipts^a from Various Origins**

Origin	Mode of transportation		Total
	Rail	Barge	
<i>thousands of bushels</i>			
Illinois	1,364	0	1,364
Kansas	1,003	0	1,003
Kentucky	113	694	807
Minnesota	0	1,115	1,115
Missouri	133	2,983	3,116
Nebraska	1,599	0	1,599
Tennessee	165	0	165
Total interstate	4,377	4,792	9,169

Wheat Shipments^b to Various Destinations

	Mode of transportation		
Destination	Rail	Barge	Total
	<i>thousands of bushels</i>		
Georgia	1,308	0	1,308
Illinois	1,533	0	1,533
Kentucky	365	0	365
Missouri	2,823	0	2,823
North Carolina	1,180	0	1,180
Ohio	1,158	0	1,158
Tennessee	2,524	663	3,187
Virginia	982	0	982
Washington	733	0	733
Chicago/Duluth	300	0	300
South Atlantic	250	0	250
Louisiana Gulf	0	11,331	11,331
Texas Gulf	0	157	157
Total Interstate	13,156	12,151	25,307
Intrastate	0	100	100
Total	13,156	12,251	25,407

^a Receipts at ports are not included.^b Shipments to ports are treated as separate destinations.**Table C-12. Iowa, 1983****Wheat Receipts^a from Various Origins**

Origin	Mode of transportation		Total
	Rail	Barge	
<i>thousands of bushels</i>			
Illinois	0	97	97
Kansas	160	0	160
Minnesota	4,003	0	4,003
Missouri	665	0	665
Nebraska	856	0	856
North Dakota	198	0	198
South Dakota	808	0	808
Wisconsin	333	0	333
Total interstate	7,023	97	7,120

Wheat Shipments^b to Various Destinations

	Mode of transportation		
Destination	Rail	Barge	Total
	<i>thousands of bushels</i>		
Alabama	0	46	46
Minnesota	264	0	264
Missouri	534	0	534
Tennessee	0	55	55
Louisiana Gulf	0	1,152	1,152
Texas Gulf	765	0	765
Total interstate	1,563	1,253	2,816
Intrastate	0	0	0
Total	1,563	1,253	2,816

^a Receipts at ports are not included.^b Shipments to ports are treated as separate destinations.

Table C-13. Kansas, 1983

Wheat Receipts^a from Various Origins

	Mode of transportation		
Origin	Rail	Barge	Total
	<i>thousands of bushels</i>		
Colorado	10,087	0	10,087
Illinois	132	0	132
Missouri	1,276	0	1,276
Nebraska	8,278	0	8,278
North Dakota	1,031	0	1,031
Oklahoma	1,576	0	1,576
South Dakota	809	0	809
Texas	1,653	0	1,653
Wyoming	943	0	943
Total interstate	25,785	0	25,785

Wheat Shipments^b to Various Destinations

	Mode of transportation		
Destination	Rail	Barge	Total
	<i>thousands of bushels</i>		
Arizona	1,970	0	1,970
Colorado	1,451	0	1,451
Illinois	1,003	0	1,003
Indiana	1,003	0	1,003
Iowa	160	0	160
Missouri	28,258	0	28,258
Nebraska	3,319	0	3,319
North Carolina	1,193	0	1,193
Ohio	765	0	765
Oklahoma	25,844	0	25,844
Oregon	387	0	387
Tennessee	0	46	46
Texas	31,735	0	31,735
Washington	691	0	691
Louisiana Gulf	2,499	0	2,499
Texas Gulf	180,000	0	180,000
Pacific Northwest	1,000	0	1,000
Total interstate	281,278	46	281,324
Intrastate	139,955	0	139,955
Total	421,233	46	421,279

^a Receipts at ports are not included.

^b Shipments to ports are treated as separate destinations.

Table C-14. Kentucky, 1983

Wheat Receipts^a from Various Origins

Origin	Mode of transportation		Total
	Rail	Barge	
Indiana	<i>thousands of bushels</i> 365	0	365
Total interstate	365	0	365

Wheat Shipments^b to Various Destinations

	Mode of transportation		
Destination	Rail	Barge	Total
	<i>thousands of bushels</i>		
Alabama	43	168	211
Georgia	927	0	927
Illinois	0	101	101
Indiana	113	694	807
Louisiana	0	148	148
Mississippi	115	93	208
Missouri	36	0	36
North Carolina	118	0	118
Ohio	98	0	98
South Carolina	132	0	132
Tennessee	1,045	1,946	2,991
Eastern Gulf	458	0	458
Louisiana Gulf	0	9,000	9,000
Texas Gulf	0	219	219
Total interstate	3,085	12,369	15,454
Intrastate ^c			
Total	3,085	12,369	15,454

^a Receipts at ports are not included.

^b Shipments to ports are treated as separate destinations.

^c Intrastate shipments were not recorded.

Table C-15. Louisiana, 1983

Wheat Receipts^a from Various Origins

Origin	Mode of transportation		Total
	Rail	Barge	
<i>thousands of bushels</i>			
Georgia	135	0	135
Kentucky	0	148	148
Total interstate	135	148	283

Wheat Shipments^b to Various Destinations

	Mode of transportation		
Destination	Rail	Barge	Total
	<i>thousands of bushels</i>		
Georgia	0	5,063	5,063
Missouri	0	51	51
Louisiana Gulf	0	2,886	2,886
Total interstate	0	8,000	8,000
Intrastate	129	0	129
Total	129	8,000	8,129

^a Receipts at ports are not included.

^b Shipments to ports are treated as separate destinations.

Table C-16. Michigan, 1983

Wheat Receipts^a from Various Origins

Origin	Mode of transportation		Total
	Rail	Barge	
Ohio	<i>thousands of bushels</i> 198	0	198
Total interstate	198	0	198

Wheat Shipments^b to Various Destinations

	Mode of transportation		
Destination	Rail	Barge	Total
	<i>thousands of bushels</i>		
New York	327	0	327
Ohio	1,240	0	1,240
Virginia	604	0	604
Chicago/Duluth	239	0	239
Saginaw	118	0	118
South Atlantic	3,000	0	3,000
Total interstate	5,528	0	5,528
Intrastate	118	0	118
Total	5,646	0	5,646

^a Receipts at ports are not included.

^b Shipments to ports are treated as separate destinations.

Table C-17. Minnesota, 1983

Wheat Receipts^a from Various Origins

Origin	Mode of transportation		Total
	Rail	Barge	
<i>thousands of bushels</i>			
Iowa	264	0	264
Missouri	0	102	102
Montana	1,348	0	1,348
Nebraska	333	0	333
North Dakota	44,946	0	44,946
South Dakota	7,398	0	7,398
Total interstate	54,289	102	54,391

Wheat Shipments^b to Various Destinations

	Mode of transportation		
Destination	Rail	Barge	Total
	<i>thousands of bushels</i>		
Alabama	0	1,297	1,297
Illinois	4,000	3,723	7,723
Indiana	0	1,115	1,115
Iowa	4,003	0	4,003
Missouri	1,471	1,573	3,044
New Jersey	4,335	0	4,335
New York	9,812	16,949	26,761
North Carolina	2,986	0	2,986
North Dakota	824	0	824
Ohio	1,335	2,432	3,767
Oklahoma	135	0	135
Pennsylvania	1,848	0	1,848
Tennessee	794	13,021	13,815
Texas	359	0	359
Virginia	177	0	177
Wisconsin	13,099	0	13,099
Chicago/Duluth	13,126	0	13,126
North Atlantic	2,000	0	2,000
South Atlantic	2,500	0	2,500
Eastern Gulf	0	55	55
Louisiana Gulf	0	67,627	67,627
Total Interstate	62,804	107,792	170,596
Intrastate	30,000	94	30,094
Total	92,804	107,886	200,690

^a Receipts at ports are not included.

^b Shipments to ports are treated as separate destinations.

Table C-18. Mississippi, 1983

Wheat Receipts^a from Various Origins

Origin	Mode of transportation		Total
	Rail	Barge	
	<i>thousands of bushels</i>		
Alabama	371	45	416
Kentucky	115	93	208
Total interstate	486	138	624

Wheat Shipments^b to Various Destinations

	Mode of transportation		
Destination	Rail	Barge	Total
	<i>thousands of bushels</i>		
Tennessee	556	0	556
Eastern Gulf	544	0	544
Louisiana Gulf	663	9,583	10,246
Total interstate	1,763	9,583	11,346
Intrastate	413	159	572
Total	2,176	9,742	11,918

^a Receipts at ports are not included.

^b Shipments to ports are treated as separate destinations.

Table C-19. Missouri, 1983

Wheat Receipts^a from Various Origins

Origin	Mode of transportation		Total
	Rail	Barge	
<i>thousands of bushels</i>			
Colorado	1,411	0	1,411
Illinois	0	157	157
Indiana	2,823	0	2,823
Iowa	534	0	534
Kansas	28,258	0	28,258
Kentucky	36	0	36
Louisiana	0	51	51
Minnesota	1,471	1,573	3,044
Nebraska	15,076	0	15,076
North Dakota	1,039	0	1,039
Oklahoma	467	0	467
South Dakota	388	0	388
Texas	677	0	677
Wyoming	714	0	714
Total interstate	52,894	1,781	54,675

Wheat Shipments^b to Various Destinations

	Mode of transportation		
Destination	Rail	Barge	Total
	<i>thousands of bushels</i>		
Arkansas	203	0	203
Illinois	516	1,968	2,484
Indiana	133	2,983	3,116
Iowa	665	0	665
Kansas	1,276	0	1,276
Minnesota	0	102	102
New York	2,742	0	2,742
North Carolina	5,409	0	5,409
Tennessee	1,066	3,033	4,099
Texas	5,216	0	5,216
Virginia	200	0	200
Washington	319	0	319
South Atlantic	328	0	328
Eastern Gulf	0	47	47
Louisiana Gulf	0	41,505	41,505
Texas Gulf	20,000	398	20,398
Total interstate	38,073	50,036	88,109
Intrastate	6729	0	6,729
Total	44,802	50,036	94,838

^a Receipts at ports are not included.

^b Shipments to ports are treated as separate destinations.

Table C-20. Montana, 1983

Wheat Shipments^a to Various Destinations

	Mode of transportation		
Destination	Rail	Barge	Total
	<i>thousands of bushels</i>		
California	594	0	594
Minnesota	1,348	0	1,348
North Dakota	333	0	333
Oregon	1,717	0	1,717
Washington	2,312	0	2,312
Wisconsin	1,123	0	1,123
Pacific Northwest	105,000	0	105,000
Total interstate	112,427	0	112,427
Intrastate	936	0	936
Total	113,363	0	113,363

^a Shipments to ports are treated as separate destinations.

Table C-21. Nebraska, 1983

Wheat Receipts^a from Various Origins

Origin	Mode of transportation		Total
	Rail	Barge	
<i>thousands of bushels</i>			
Colorado	4,459	0	4,459
Kansas	3,319	0	3,319
North Dakota	375	0	375
South Dakota	5,457	0	5,457
Wyoming	365	0	365
Total interstate	13,975	0	13,975

Wheat Shipments^b to Various Destinations

	Mode of transportation		
Destination	Rail	Barge	Total
	<i>thousands of bushels</i>		
Colorado	6,054	0	6,054
Florida	200	0	200
Illinois	2,500	43	2,543
Indiana	1,599	0	1,599
Iowa	856	0	856
Kansas	8,278	0	8,278
Minnesota	333	0	333
Missouri	15,076	0	15,076
New York	2,033	0	2,033
Oregon	237	0	237
Pennsylvania	4,610	0	4,610
Tennessee	0	88	88
Texas	1,720	0	1,720
Virginia	1,326	0	1,326
Washington	269	0	269
Chicago/Duluth	333	0	333
Louisiana Gulf	0	209	209
Texas Gulf	60,000	0	60,000
Pacific Northwest	10,000	0	10,000
Total interstate	115,424	340	115,764
Intrastate	31,375	0	31,375
Total	146,799	340	147,139

^a Receipts at ports are not included.

^b Shipments to ports are treated as separate destinations.

Table C-22. Nevada, 1983

Wheat Shipments^a to Various Destinations

Destination	Mode of transportation		Total
	Rail	Barge	
	<i>thousands of bushels</i>		
California	337	0	337
Total interstate	337	0	337
Intrastate ^b			
Total	337	0	337

^a Shipments to ports are treated as separate destinations.

^b Intrastate shipments were not recorded.

Table C-23. New Jersey, 1983

Wheat Receipts^a from Various Origins

Origin	Mode of transportation		Total
	Rail	Barge	
	<i>thousands of bushels</i>		
Minnesota	4,335	0	4,335
Total interstate	4,335	0	4,335

^a Receipts at ports are not included.

Table C-24. New Mexico, 1983

Wheat Shipments^a to Various Destinations

Destination	Mode of transportation		Total
	Rail	Barge	
	<i>thousands of bushels</i>		
Arizona	637	0	637
Texas	4,679	0	4,679
Total interstate	5,316	0	5,316
Intrastate ^b			
Total	5,316	0	5,316

^a Shipments to ports are treated as separate destinations.

^b Intrastate shipments were not recorded.

Table C-25. New York, 1983

Wheat Receipts^a from Various Origins

Origin	Mode of transportation		Total
	Rail	Barge	
	<i>thousands of bushels</i>		
Michigan	317	0	327
Minnesota	9,812	16,949	26,761
Missouri	2,742	0	2,742
Nebraska	2,033	0	2,033
Ohio	951	702	1,653
Wisconsin	0	19,520	19,520
Total interstate	15,865	37,171	53,036

Wheat Shipments^b to Various Destinations

Destination	Mode of transportation		Total
	Rail	Barge	
	<i>thousands of bushels</i>		
North Atlantic	2,625	0	2,625
Total interstate	2,625	0	2,625
Intrastate ^c			
Total	2,625	0	2,625

^a Receipts at ports are not included.

^b Shipments to ports are treated as separate destinations.

^c Intrastate shipments were not recorded.

Table C-26. North Carolina, 1983

Wheat Receipts^a from Various Origins

Origin	Mode of transportation		Total
	Rail	Barge	
	<i>thousands of bushels</i>		
Georgia	236	0	236
Indiana	1,180	0	1,180
Kansas	1,193	0	1,193
Kentucky	118	0	118
Minnesota	2,986	0	2,986
Missouri	5,409	0	5,409
Ohio	848	0	848
South Carolina	476	0	476
South Dakota	116	0	116
Tennessee	3,325	0	3,325
Virginia	370	0	370
Total interstate	16,257	0	16,257

Wheat Shipments^b to Various Destinations

	Mode of transportation		
Destination	Rail	Barge	Total
	<i>thousands of bushels</i>		
South Carolina	114	0	114
Virginia	1,447	735	2,182
South Atlantic	5,000	0	5,000
Total interstate	6,561	735	7,296
Intrastate	2,402	0	2,402
Total	8,963	735	9,698

^a Receipts at ports are not included.

^b Shipments to ports are treated as separate destinations.

Table C-27. North Dakota, 1983

Wheat Receipts^a from Various Origins

Origin	Mode of transportation		Total
	Rail	Barge	
	<i>thousands of bushels</i>		
Minnesota	824	0	824
Montana	333	0	333
Total interstate	1,157	0	1,157

Wheat Shipments^b to Various Destinations

	Mode of transportation		
Destination	Rail	Barge	Total
	<i>thousands of bushels</i>		
Illinois	139	0	139
Iowa	198	0	198
Kansas	1,031	0	1,031
Minnesota	44,946	0	44,946
Missouri	1,039	0	1,039
Nebraska	375	0	375
Ohio	1,785	0	1,785
Oregon	194	0	194
Virginia	325	0	325
Washington	1,944	0	1,944
Wisconsin	55,789	0	55,789
Chicago/Duluth	45,000	0	45,000
Pacific Northwest	23,000	0	23,000
Total interstate	175,765	0	175,765
Intrastate	7,351	0	7,351
Total	183,116	0	183,116

^a Receipts at ports are not included.

^b Shipments to ports are treated as separate destinations.

Table C-28. Ohio, 1983**Wheat Receipts^a from Various Origins**

Origin	Mode of transportation		Total
	Rail	Barge	
<i>thousands of bushels</i>			
Indiana	1,158	0	1,158
Kansas	765	0	765
Kentucky	98	0	98
Michigan	1,240	0	1,240
Minnesota	1,335	2,432	3,767
North Dakota	1,785	0	1,785
South Dakota	152	0	152
West Virginia	71	0	71
Total interstate	6,604	2,432	9,036

Wheat Shipments^b to Various Destinations

	Mode of transportation		
Destination	Rail	Barge	Total
	<i>thousands of bushels</i>		
Georgia	242	0	242
Illinois	765	0	765
Michigan	198	0	198
New York	951	702	1,653
North Carolina	848	0	848
Pennsylvania	4,464	0	4,464
South Carolina	287	0	287
Tennessee	2,674	738	3,412
Virginia	1,572	0	1,572
Washington	316	0	316
Toledo	519	0	519
North Atlantic	456	0	456
South Atlantic	9,193	0	9,193
Louisiana Gulf	0	4,022	4,022
Total interstate	22,485	5,462	27,947
Intrastate	8,244	0	8,244
Total	30,729	5,462	36,191

^a Receipts at ports are not included.^b Shipments to ports are treated as separate destinations.**Table C-29. Oklahoma, 1983****Wheat Receipts^a from Various Origins**

Origin	Mode of transportation		Total
	Rail	Barge	
<i>thousands of bushels</i>			
Colorado	663	0	663
Illinois	0	201	201
Kansas	25,844	0	25,844
Minnesota	135	0	135
South Dakota	115	0	115
Texas	4,991	0	4,991
Total interstate	31,748	201	31,949

Wheat Shipments^b to Various Destinations

	Mode of transportation		
Destination	Rail	Barge	Total
	<i>thousands of bushels</i>		
Alabama	0	2,734	2,734
Arizona	197	0	197
Illinois	0	618	618
Kansas	1,576	0	1,576
Missouri	467	0	467
Tennessee	0	1,629	1,629
Texas	20,588	0	20,588
Louisiana Gulf	0	17,966	17,966
Texas Gulf	70,000	50	70,050
Total interstate	92,828	22,997	115,825
Intrastate	23,568	0	23,568
Total	116,396	22,997	139,393

^a Receipts at ports are not included.^b Shipments to ports are treated as separate destinations.

Table C-30. Oregon, 1983**Wheat Receipts^a from Various Origins**

Origin	Mode of transportation		Total
	Rail	Barge	
	<i>thousands of bushels</i>		
Colorado	1,420	0	1,420
Idaho	4,082	933	5,015
Kansas	387	0	387
Montana	1,717	0	1,717
Nebraska	237	0	237
North Dakota	194	0	194
South Dakota	389	0	389
Utah	2,678	0	2,678
Washington	4,558	3,491	8,049
Wyoming	216	0	216
Total interstate	15,878	4,424	20,302

Wheat Shipments^b to Various Destinations

	Mode of transportation		
Destination	Rail	Barge	Total
	<i>thousands of bushels</i>		
California	317	0	317
Washington	4,663	0	4,663
Pacific Northwest	4,000	19,068	23,068
Total interstate	8,980	19,068	28,048
Intrastate	365	3,440	3,805
Total	9,345	22,508	31,853

^a Receipts at ports are not included.^b Shipments to ports are treated as separate destinations.**Table C-31. Pennsylvania, 1983****Wheat Receipts^a from Various Origins**

	Mode of transportation		
Origin	Rail	Barge	Total
	<i>thousands of bushels</i>		
Delaware	977	0	977
Minnesota	1,848	0	1,848
Nebraska	4,610	0	4,610
Ohio	4,464	0	4,464
Wisconsin	6,271	0	6,271
Total interstate	18,170	0	18,170

^a Receipts at ports are not included.**Table C-32. South Carolina, 1983****Wheat Receipts^a from Various Origins**

	Mode of transportation		
Origin	Rail	Barge	Total
	<i>thousands of bushels</i>		
Georgia	89	0	89
Kentucky	132	0	132
North Carolina	114	0	114
Ohio	287	0	287
Tennessee	116	0	116
Total interstate	738	0	738

Wheat Shipments^b to Various Destinations

	Mode of transportation		
Destination	Rail	Barge	Total
	<i>thousands of bushels</i>		
Florida	227	0	227
North Carolina	476	0	476
Tennessee	362	0	362
Virginia	381	0	381
South Atlantic	1,000	0	1,000
Total interstate	2,446	0	2,446
Intrastate	999	0	999
Total	3,445	0	3,445

^a Receipts at ports are not included.^b Shipments to ports are treated as separate destinations.

Table C-33. South Dakota, 1983**Wheat Shipments^a to Various Destinations**

	Mode of transportation		
Destination	Rail	Barge	Total
	<i>thousands of bushels</i>		
Iowa	808	0	808
Kansas	809	0	809
Minnesota	7,398	0	7,398
Missouri	388	0	388
Nebraska	5,457	0	5,457
North Carolina	116	0	116
Ohio	152	0	152
Oklahoma	115	0	115
Oregon	389	0	389
Wisconsin	2,066	0	2,066
Chicago/Duluth	35,000	0	35,000
Total interstate	52,698	0	52,698
Intrastate	243	0	243
Total	52,941	0	52,941

^a Shipments to ports are treated as separate destinations.

Table C-34. Tennessee, 1983**Wheat Receipts^a from Various Origins**

Origin	Mode of transportation		Total
	Rail	Barge	
<i>thousands of bushels</i>			
Alabama	0	902	902
Georgia	161	0	161
Illinois	330	561	891
Indiana	2,524	663	3,187
Iowa	0	55	55
Kansas	0	46	46
Kentucky	1,045	1,946	2,991
Minnesota	794	13,021	13,815
Mississippi	556	0	556
Missouri	1,066	3,033	4,099
Nebraska	0	88	88
Ohio	2,674	738	3,412
Oklahoma	0	1,629	1,629
South Carolina	362	0	362
Total interstate	9,512	22,682	32,194

Wheat Shipments^b to Various Destinations

	Mode of transportation		
Destination	Rail	Barge	Total
	<i>thousands of bushels</i>		
Alabama	0	215	215
Florida	3,428	0	3,428
Georgia	458	0	458
Illinois	0	50	50
Indiana	165	0	165
North Carolina	3,325	0	3,325
South Carolina	116	0	116
Virginia	201	0	201
South Atlantic	2,000	0	2,000
Louisiana Gulf	0	17,779	17,779
Total interstate	9,693	18,044	27,737
Intrastate	1,447	198	1,645
Total	11,140	18,242	29,382

^a Receipts at ports are not included.

^b Shipments to ports are treated as separate destinations.

Table C-35. Texas, 1983

Wheat Receipts^a from Various Origins

Origin	Mode of transportation		Total
	Rail	Barge	
<i>thousands of bushels</i>			
Colorado	4,759	0	4,759
Illinois	1,627	0	1,627
Kansas	31,735	0	31,735
Minnesota	359	0	359
Missouri	5,216	0	5,216
Nebraska	1,720	0	1,720
New Mexico	4,679	0	4,679
Oklahoma	20,588	0	20,588
Wyoming	357	0	357
Wisconsin	333	0	333
Total interstate	71,373	0	71,373

Wheat Shipments^b to Various Destinations

	Mode of transportation		
Destination	Rail	Barge	Total
	<i>thousands of bushels</i>		
Arkansas	71	0	71
California	914	0	914
Kansas	1,653	0	1,653
Missouri	677	0	677
Oklahoma	4,991	0	4,991
Texas Gulf	90,000	0	90,000
California Ports	4,000	0	4,000
Total interstate	102,306	0	102,306
Intrastate	44,104	0	44,104
Total	146,410	0	146,410

^a Receipts at ports are not included.

^b Shipments to ports are treated as separate destinations.

Table C-36. Utah, 1983

Wheat Receipts^a from Various Origins

Origin	Mode of transportation		Total
	Rail	Barge	
	<i>thousands of bushels</i>		
Colorado	1,403	0	1,403
Idaho	5,134	0	5,134
Wyoming	788	0	788
Total interstate	7,325	0	7,325

Wheat Shipments^b to Various Destinations

	Mode of transportation		
Destination	Rail	Barge	Total
	<i>thousands of bushels</i>		
California	453	0	453
Oregon	2,678	0	2,678
California Ports	4,000	0	4,000
Total interstate	7,131	0	7,131
Intrastate	123	0	123
Total	7,254	0	7,254

^a Receipts at ports are not included.

^b Shipments to ports are treated as separate destinations.

Table C-37. Virginia, 1983

Wheat Receipts^a from Various Origins

Origin	Mode of transportation		Total
	Rail	Barge	
	<i>thousands of bushels</i>		
Georgia	322	0	322
Indiana	982	0	982
Michigan	604	0	604
Minnesota	177	0	177
Missouri	200	0	200
Nebraska	1,326	0	1,326
North Carolina	1,447	735	2,182
North Dakota	325	0	325
Ohio	1,572	0	1,572
South Carolina	381	0	381
Tennessee	201	0	201
Total interstate	7,537	735	8,272

Wheat Shipments^b to Various Destinations

Destination	Mode of transportation		Total
	Rail	Barge	
	<i>thousands of bushels</i>		
North Carolina	370	0	370
South Atlantic	844	1,022	1,866
Total interstate	1,214	1,022	2,236
Intrastate	0	117	117
Total	1,214	1,139	2,353

^a Receipts at ports are not included.

^b Shipments to ports are treated as separate destinations.

Table C-38. Washington, 1983

Wheat Receipts^a from Various Origins

Origin	Mode of transportation		Total
	Rail	Barge	
	<i>thousands of bushels</i>		
Colorado	1,501	0	1,501
Idaho	2,712	2,615	5,327
Illinois	472	0	472
Indiana	733	0	733
Kansas	691	0	691
Missouri	319	0	319
Montana	2,312	0	2,312
Nebraska	269	0	269
North Dakota	1,944	0	1,944
Ohio	316	0	316
Oregon	4,663	0	4,663
Wyoming	52	0	52
Total interstate	15,984	2,615	18,599

Wheat Shipments^b to Various Destinations

Destination	Mode of transportation		Total
	Rail	Barge	
	<i>thousands of bushels</i>		
Oregon	4,558	3,491	8,049
Pacific Northwest	50,000	95,000	145,000
Total interstate	54,558	98,491	153,049
Intrastate	3,944	1,375	5,319
Total	58,502	99,866	158,368

^a Receipts at ports are not included.

^b Shipments to ports are treated as separate destinations.

Table C-39. West Virginia, 1983

Wheat Shipments^a to Various Destinations

	Mode of transportation		
Destination	Rail	Barge	Total
	<i>thousands of bushels</i>		
Ohio	71	0	71
Total Interstate	71	0	71
Intrastate ^b			
Total	71	0	71

^a Shipments to ports are treated as separate destinations.

^b Intrastate shipments were not recorded.

Table C-40. Wisconsin, 1983

Wheat Receipts^a from Various Origins

Origin	Mode of transportation		Total
	Rail	Barge	
<i>thousands of bushels</i>			
Minnesota	13,099	0	13,099
Montana	1,123	0	1,123
North Dakota	55,789	0	55,789
South Dakota	2,066	0	2,066
Total Interstate	72,077	0	72,077

Wheat Shipments^b to Various Destinations

	Mode of transportation		
Destination	Rail	Barge	Total
	<i>thousands of bushels</i>		
Iowa	333	0	333
New York	0	19,520	19,520
Pennsylvania	6,271	0	6,271
Texas	333	0	333
Chicago/Duluth	2,761	0	2,761
North Atlantic	2,310	0	2,310
South Atlantic	2,767	0	2,767
Louisiana Gulf	0	153	153
Total Interstate	14,775	19,673	34,448
Intrastate ^c			
Total	14,775	19,673	34,448

^a Receipts at ports are not included.

^b Shipments to ports are treated as separate destinations.

^c Intrastate shipments were not recorded.

Table C-41. Wyoming, 1983**Wheat Shipments^a to Various Destinations**

Destination	Mode of transportation		Total
	Rail	Barge	
	<i>thousands of bushels</i>		
Colorado	264	0	264
Kansas	943	0	943
Missouri	714	0	714
Nebraska	365	0	365
Oregon	216	0	216
Texas	357	0	357
Utah	788	0	788
Washington	52	0	52
Pacific Northwest	2,000	0	2,000
Total interstate	5,699	0	5,699
Intrastate ^b			
Total	5,699	0	5,699

^a Shipments to ports are treated as separate destinations.

^b Intrastate shipments were not recorded.

Table C-42. California Ports, 1983**Wheat Receipts from Various Origins**

Origin	Mode of transportation		Total
	Rail	Barge	
	<i>thousands of bushels</i>		
Arizona	3,617	0	3,617
California	8,000	0	8,000
Idaho	800	0	800
Texas	4,000	0	4,000
Utah	4,000	0	4,000
Total interstate	20,417	0	20,417

Table C-43. Chicago/Duluth Ports, 1983**Wheat Receipts from Various Origins**

Origin	Mode of transportation		Total
	Rail	Barge	
	<i>thousands of bushels</i>		
Illinois	88	0	88
Indiana	300	0	300
Michigan	239	0	239
Minnesota	13,126	0	13,126
Nebraska	333	0	333
North Dakota	45,000	0	45,000
South Dakota	35,000	0	35,000
Wisconsin	2,761	0	2,761
Total interstate	96,847	0	96,847

Table C-44. Eastern Gulf Ports, 1983**Wheat Receipts from Various Origins**

Origin	Mode of transportation		Total
	Rail	Barge	
	<i>thousands of bushels</i>		
Alabama	117	0	117
Arkansas	0	146	146
Illinois	137	0	137
Kentucky	458	0	458
Minnesota	0	55	55
Mississippi	544	0	544
Missouri	0	47	47
Total interstate	1,256	248	1,504

Table C-45. Louisiana Gulf Ports, 1983

Wheat Receipts from Various Origins

Origin	Mode of transportation		Total
	Rail	Barge	
	<i>thousands of bushels</i>		
Alabama	0	2,788	2,788
Arkansas	0	32,602	32,602
Georgia	0	298	298
Illinois	1,722	26,966	28,688
Indiana	0	11,331	11,331
Iowa	0	1,152	1,152
Kansas	2,499	0	2,499
Kentucky	0	9,000	9,000
Louisiana	0	2,886	2,866
Minnesota	0	67,627	67,627
Mississippi	663	9,583	10,246
Missouri	0	41,505	41,505
Nebraska	0	209	209
Ohio	0	4,022	4,022
Oklahoma	0	17,966	17,966
Tennessee	0	17,779	17,779
Wisconsin	0	153	153
Total interstate	4,884	245,867	250,751

Table C-46. North Atlantic Ports, 1983

Wheat Receipts from Various Origins

Origin	Mode of transportation		Total
	Rail	Barge	
	<i>thousands of bushels</i>		
Minnesota	2,000	0	2,000
New York	2,625	0	2,625
Ohio	456	0	456
Wisconsin	2,310	0	2,310
Total interstate	7,391	0	7,391

Table C-47. Pacific Northwest Ports, 1983

Wheat Receipts from Various Origins

Origin	Mode of transportation		Total
	Rail	Barge	
	<i>thousands of bushels</i>		
California	253	0	253
Colorado	17,000	0	17,000
Idaho	32,000	32,000	64,000
Kansas	1,000	0	1,000
Montana	105,000	0	105,000
Nebraska	10,000	0	10,000
North Dakota	23,000	0	23,000
Oregon	4,000	19,068	23,068
Washington	50,000	95,000	145,000
Wyoming	2,000	0	2,000
Total interstate	244,253	146,068	390,321

Table C-48. Saginaw Port Area, 1983

Wheat Receipts from Various Origins

Origin	Mode of transportation		Total
	Rail	Barge	
	<i>thousands of bushels</i>		
Michigan	118	0	118
Total interstate	118	0	118

Table C-49. South Atlantic Ports, 1983

Wheat Receipts from Various Origins

Origin	Mode of transportation		Total
	Rail	Barge	
	<i>thousands of bushels</i>		
Delaware	0	101	101
Georgia	6,441	282	6,723
Illinois	400	0	400
Indiana	250	0	250
Michigan	3,000	0	3,000
Minnesota	2,500	0	2,500
Missouri	328	0	328
North Carolina	5,000	0	5,000
Ohio	9,193	0	9,193
South Carolina	1,000	0	1,000
Tennessee	2,000	0	2,000
Virginia	844	1,022	1,866
Wisconsin	2,767	0	2,767
Total interstate	33,723	1,405	35,128

Table C-50. Texas Gulf Ports, 1983

Wheat Receipts from Various Origins

Origin	Mode of transportation		Total
	Rail	Barge	
	<i>thousands of bushels</i>		
Arizona	83	0	83
Arkansas	0	141	141
California	537	0	537
Colorado	11,000	0	11,000
Illinois	0	196	196
Indiana	0	157	157
Iowa	765	0	765
Kansas	180,000	0	180,000
Kentucky	0	219	219
Missouri	20,000	398	20,398
Nebraska	60,000	0	60,000
Oklahoma	70,000	50	70,050
Texas	90,000	0	90,000
Total interstate	432,385	1,161	433,546

Table C-51. Toledo Port Area, 1983

Wheat Receipts from Various Origins

Origin	Mode of transportation		Total
	Rail	Barge	
	<i>thousands of bushels</i>		
Ohio	519	0	519
Total interstate	519	0	519





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